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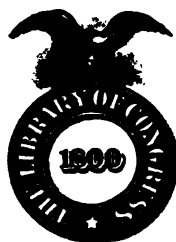
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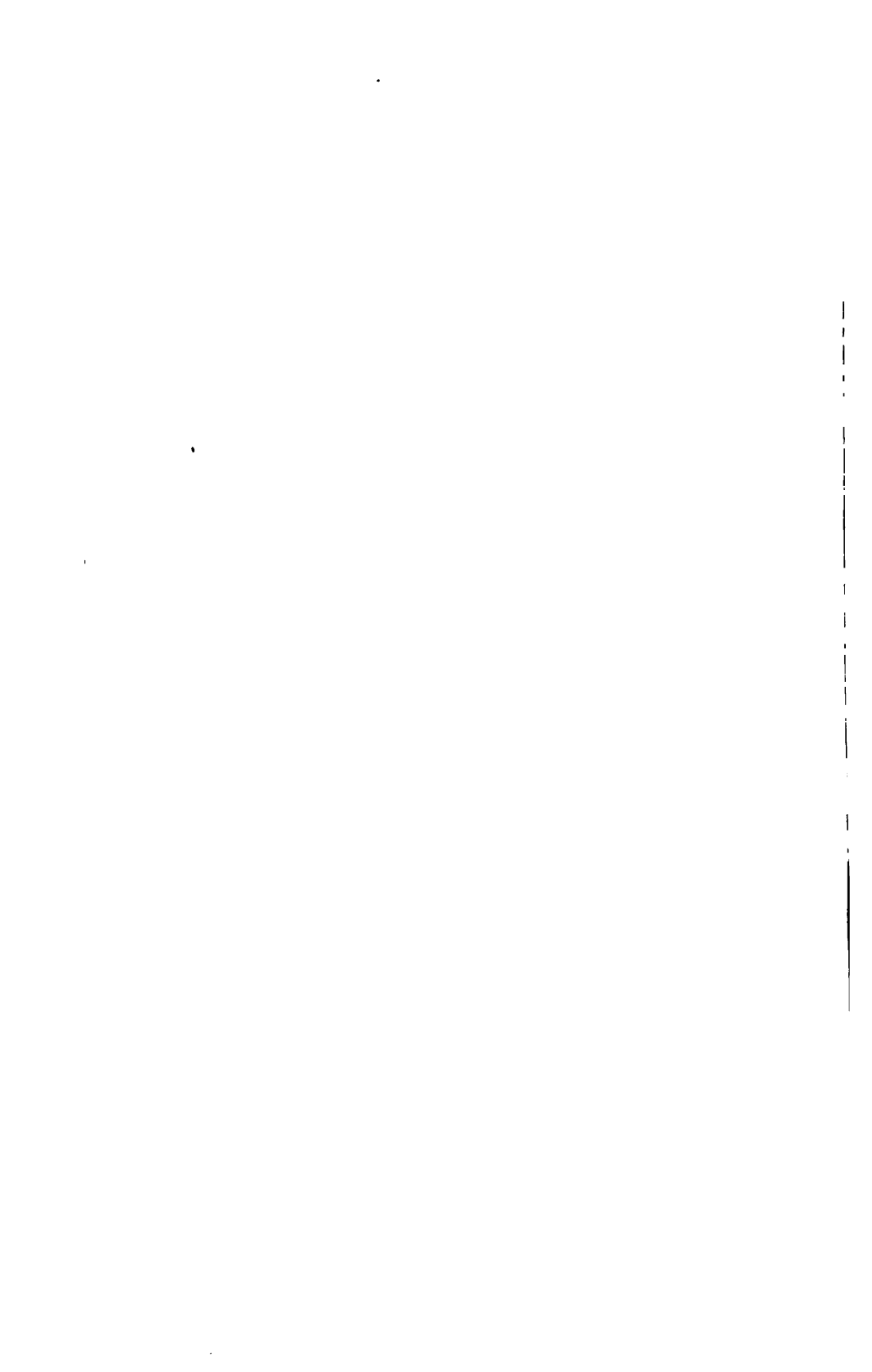


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HEARING *E 716.12, 1906*

BEFORE

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*U. S. House*

**COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE  
HOUSE OF REPRESENTATIVES**

ON THE

**LIGHT-HOUSE ESTABLISHMENT**



WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1906



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COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
HOUSE OF REPRESENTATIVES;  
*Monday, February 12, 1906.*

Committee called to order at 11.15 a. m.

**STATEMENT OF CAPT. URIEL SEBREE, NAVAL SECRETARY; AND  
LIEUT. COL. DANIEL W. C. LOCKWOOD, ENGINEER SECRETARY  
OF THE LIGHT-HOUSE BOARD.**

The CHAIRMAN (Hon. W. P. Hepburn). This meeting was called to consider the bills providing for light-houses and kindred subjects and representatives from the Light-House Board are present. The first bill of the series before us is House bill No. 108, for the establishment of a third-order flash light and fog signal upon south end of breakwater, harbor of refuge, Milwaukee, Wis.

Colonel LOCKWOOD. Mr. Chairman, that is a light that is to mark the entrance to the outer harbor, and also to serve as a coast light on the lake.

The CHAIRMAN. How important is that?

Colonel LOCKWOOD. It is of first importance, because Milwaukee has a great harbor on the lake.

The CHAIRMAN. Is there no light there?

Colonel LOCKWOOD. There is a temporary light that has been established and maintained since the breakwater was built. The breakwater has been concreted, and I think the end is so that a light can be established there.

The CHAIRMAN. Does the light that is there suffice, and is it sufficient?

Colonel LOCKWOOD. It has to be.

The CHAIRMAN. But is it; does it meet the demands of Commerce?

Colonel LOCKWOOD. Not fully; no, sir.

The CHAIRMAN. I see that it is proposed to cost \$100,000.

Colonel LOCKWOOD. It is to be quite a big light-house, and will also serve as a coast light.

The CHAIRMAN. On the supposition that this committee was going to recommend for light-houses during this Congress a million dollars, would you designate this as one of several of the most important?

Colonel LOCKWOOD. That is a pretty hard matter to decide without figuring it up. I should say that it was a light-house that is going to be one of the most important on the lakes.

Mr. STEVENS. Have you had any wrecks on account of not having sufficient light?

Colonel LOCKWOOD. There have been wrecks all along——

Mr. STEVENS. In that vicinity?

Colonel LOCKWOOD. I can not recall.

Mr. ESCH. There was one that I know of upon the coast a little north of that. The trouble is that the light there is so confused with the city lights, the city being above the bay.

Colonel LOCKWOOD. The old coast light is useless, and a new light should be put in there which can not be confused with the city lights.

The CHAIRMAN. You regard this as of prime importance?

Colonel LOCKWOOD. I should regard that as a very essential light-house.

The CHAIRMAN. Is \$100,000 necessary?

Colonel LOCKWOOD. That is the estimate of the engineer, and is, so far as we can determine, a proper one.

Mr. RICHARDSON. What do you mean by "third-order flash light?"

Colonel LOCKWOOD. The lights are numbered. The first-order light is the strongest light that is made; then you have the second, third, fourth, fifth, and sixth lights, in the order of their intensity and visual arrangement.

The CHAIRMAN. The next bill is No. 196, introduced by Mr. Ryan. A bill to authorize the construction of light-house keepers' dwellings at Buffalo Harbor, N. Y. The cost is to be \$6,200. Is that an important matter?

Colonel LOCKWOOD. If you will allow me to speak on the general subject of light-house keepers' dwelling, I think I can explain it.

The CHAIRMAN. Proceed.

Colonel LOCKWOOD. Those old dwellings were built in a great number of cases for single keepers, because when the lights were first established there was merely that one light. Now the fog signals of the various kinds have been added, increasing the amount of rooms necessary, and there are not adequate quarters for them. That is the situation at all of these places, and the board have recommended them as essential and necessary.

Mr. RYAN. They were recommended last year in the report.

Colonel LOCKWOOD. And a great many of them have been recommended for years.

The CHAIRMAN. You think this is essential and necessary?

Colonel LOCKWOOD. I think so, for all of those light keepers' dwellings.

Mr. STEVENS. What do they do now?

Colonel LOCKWOOD. They bundle in together, two families together, where there is only provision for one.

The CHAIRMAN. What do you have to say about this required cost of \$6,200? You own the ground there, don't you?

Colonel LOCKWOOD. Oh, yes; the Government owns the ground.

The CHAIRMAN. What kind of a house is it proposed to build?

Colonel LOCKWOOD. A double house for two families. I would also like to say in connection with that matter that the cost of building has advanced within the last year or eighteen months something like 30 per cent.

The CHAIRMAN. What would be the size of these houses—how many rooms?

Colonel LOCKWOOD. I could not tell you.

Captain SERREE. Probably six rooms; downstairs there would be the dining room and kitchen and one other room, and three bedrooms upstairs.

Mr. RICHARDSON. Do you say that within the last year or so that building has advanced 30 per cent?

Colonel LOCKWOOD. Yes, sir.

Mr. RICHARDSON. The price of lumber and labor, and so on?

Colonel LOCKWOOD. Yes; material and labor. Doctor Pritchett made that statement at the last meeting that the cost of building had advanced, he said, 35 per cent.

Mr. RICHARDSON. You would want to have how many rooms in the house, about eight?

Colonel LOCKWOOD. Six to eight.

Mr. RYAN. A house for each family; it is a double house.

Mr. ESCH. Would they be built so that you can put in modern improvements—water, light, and gas?

Colonel LOCKWOOD. Yes; but of course we could not have gas there.

Mr. RICHARDSON. Do you have water pipes in the house?

Mr. RYAN. Yes, sir; you can have water.

Mr. RICHARDSON. Does this cost include that?

Colonel LOCKWOOD. It includes the cost complete; with all of those appliances where they can be put in.

The CHAIRMAN. The next bill is H. R. 197, to authorize the construction of light-house keepers' dwellings at Buffalo Harbor, New York.

Colonel LOCKWOOD. That is at the other end of the harbor?

Mr. RYAN. It is equally important with the other; and this bill was reported last year.

The CHAIRMAN. The next one is No. 198, to establish range lights on the Niagara River in the vicinity of Strawberry Island Shoal.

Colonel LOCKWOOD. That has been recommended for two years.

The CHAIRMAN. What will this cost?

Mr. RYAN. The limit of cost last year in the bill was \$13,000. I see I have omitted it in this bill. This is for the purpose of permitting the shipping to run Strawberry Shoals during the night, which they are now unable to do. They must do it now in the daylight, and that occasions great delay.

The CHAIRMAN. Is there much shipping there?

Mr. RYAN. An enormous amount; it is the second largest lumber shipping point in the country.

The CHAIRMAN. The last time it was discussed a great many gentlemen said it was decreasing so rapidly that in a few years it would cease.

Mr. RYAN. There is an enormous amount of shipping there. This may not be so necessary after the completion of Black Lake harbor improvements, but it will be eight or ten years before those are completed.

The CHAIRMAN. What do you say about this, Colonel?

Colonel LOCKWOOD. This is from the report of the Light-House Board for last year, "Vessels bound down the Niagara River to points below the international bridge must make their way through the narrow natural channel between the main shore and the shoals about the head of Strawberry Island and the artificial cut made by the Government through Strawberry Island Shoal.

"These channels are marked by buoys which can not be put down until some time, usually several weeks after navigation opens in the spring, as they would be carried away by floating ice. Moreover, they are liable at any time to be shifted by vessels hitting and moving them in the swift current, and they do not supply the need that some-

times exists for running the channels in the night time. Four range lights are necessary as additional aids for running these channels—two in the vicinity of Germania Park to mark the channel leading from the international bridge to the Strawberry Island cut, and two on the lowland lying between the Erie Canal and the river to the north of and marking the axis of the cut.”

The CHAIRMAN. You regard that as a matter of importance?

Colonel LOCKWOOD. Yes, sir.

The CHAIRMAN. The next bill is No. 392, by Mr. Jones, of Virginia, to establish a lighted beacon at the mouth of Pungoteague Creek, Chesapeake Bay, Va., at a cost of \$8,000. What is your information as to that?

Colonel LOCKWOOD. If it is only a beacon it can be built from repairs. If it is to be a light-house, there will have to be a special appropriation for it.

The CHAIRMAN. This is simply a beacon. It is not important then?

Colonel LOCKWOOD. It may be, sir. If it is deemed sufficiently important by the board to warrant a light being put there, it can be built by Congressional authority from the appropriation for repairs.

The CHAIRMAN. Not necessary for legislation?

Colonel LOCKWOOD. I should say not.

The CHAIRMAN. The next bill is No. 398, by Mr. Cooper of Wisconsin, to retire on full pay certain disabled persons from the United States Light-House Service. “That from and after the passage of this act all persons who from injuries received or diseases contracted while in the United States service during the late civil war, lost an arm at the shoulder joint, or a leg at the hip joint, and who have since served in the United States Light-House Service not less than thirty years, shall be retired on full pay for life.” How many such men are there in the service?

Captain SEBREE. When this bill was sent to the Light-House Board a month or two ago, I wrote out to all of the districts to find out, but I did not strike the men with just that disability. I sent the bill and told them to report, and the reports have just come in, and I should not say that there was at the outside more than a dozen that could come under these designations. As to the loss of a leg at the hip joint, I don’t remember of getting one.

The CHAIRMAN. You have not struck the man that this was intended for.

Captain SEBREE. I don’t think I have. I asked them to give me a list of all the men in the Light-House Service who would come under that designation, and who had been in the service thirty years, and who had served in the civil war, and I don’t think there will be over eight or ten, possibly twenty.

The CHAIRMAN. Suppose this bill should become a law, what would be the annual cost?

Captain SEBREE. Suppose there were 10—and there would be more every year of course, there would be quite an increase every year—that would be \$6,000.

The CHAIRMAN. Have a large proportion of the light-house keepers served in the civil war?

Captain SEBREE. Very few.

Mr. RICHARDSON. What service could a man render who had lost

his leg at the hip joint? It certainly looks to me as if he could hardly do anything.

Captain SEBREE. I don't know how it might be. There might be some little light that a man with a wooden leg could take care of—one of those small lights, the fourth, fifth, or sixth class lights. I did not find this particular man, but he may be included in the list somewhere. We have some one-armed men who do certain things. We have a man with a wooden leg who takes care of a beacon light, where he would not have to carry the light up more than half a dozen steps.

Mr. STEVENS. There is no complaint to your board of any such men who do not render fairly efficient service, is there?

Captain SEBREE. There is complaint sometimes. In fact, we have a good many men who have not lost their legs at the hips, and we have no way of getting rid of them, excepting when they are reported and we find that they can not do the work. Then they are discharged. We had a case of that kind recently.

Mr. STEVENS. There have been no particular complaints reach you that, on account of disabilities of men, they are not fitted to perform service?

Captain SEBREE. No; I have not received any such particular reports. I do get reports that men are very old, and want to know what we can do for them. They say that they can not do the work much longer, and ask if we can not do something for them after thirty years of service. We can not do anything under the law except to discharge them.

Mr. RICHARDSON. You say you discharge them—that you have to discharge them?

Captain SEBREE. Well, we don't have to discharge them, but—

Mr. RICHARDSON. If he has served thirty years, and has lost his leg at the hip joint, I should think that would necessarily incapacitate him.

Captain SEBREE. I think it would.

Mr. RICHARDSON. And you say you would turn him out?

Captain SEBREE. We would turn him out; there is no other way to do.

The CHAIRMAN. The next bill is No. 3079, by Mr. Gillett, of California, for the construction of a light-house tender for use on the coast of California, the limit of cost being \$135,000.

Mr. GILLETT, of California. I will say, Mr. Chairman, that a similar bill has passed the Senate, and I would like to have this matter turned over to the Light-House Board; they are perfectly familiar with it.

Captain SEBREE. That is one of several that we have investigated, and we think it is necessary for that district. I don't think it is the most necessary; there are one or two others. If this goes through at all, I would ask that it be amended and instead of \$135,000 it be increased to \$160,000.

Mr. GILLETT. Senate bill No. 2278, I think, should be taken up and acted upon if any is considered.

Captain SEBREE. That vessel is for the Pacific coast. The prices of everything are so much higher out there, and if a vessel is built and completed on the Atlantic coast she has to be sent around to

California, and that will cost fifteen or twenty thousand dollars. Last year we sent two, and they cost, in round numbers, \$15,000 apiece. There is no insurance upon them, and it is a great risk. On account of the great increase in price, in the last year—I have been opening bids for the last two weeks for vessels—we can not build the vessel that you would want out there for the money that is named in this bill. If this becomes a law and it is put in the contract that it is to be delivered at San Francisco, then we would give the Pacific coast bidders a chance to bid.

The CHAIRMAN. Suppose we were going to build three vessels of this class, would this be one of them?

Captain SEBREE. No, sir; but if I got four it would.

The CHAIRMAN. Where would the first one go?

Captain SEBREE. The first one would go up in Oregon, the *Manzanito*, to take the place of one that has been sunk, a vessel that is not worth repairing. The cost of the repairing happens to be the original cost of the vessel thirty years ago.

The CHAIRMAN. Where would you put the second one?

Captain SEBREE. The first would be the *Manzanito*, then a tender for the Hawaiian Islands, and a tender for Porto Rico.

The CHAIRMAN. This will be the fourth?

Mr. ESCH. How many tenders have you on the Pacific coast?

Captain SEBREE. We have one for California and three for the entire district.

Mr. GILLET. For a thousand miles of stormy coast they only have one.

Captain SEBREE. I am very familiar with that. I have inspected that district, and I know that a tender is needed.

The CHAIRMAN. What is the cost of the one for the Hawaiian Islands?

Captain SEBREE. I would put that at the same price, \$160,000.

Mr. STEVENS. The Senate bill gives \$150,000.

Captain SEBREE. I have added that on.

The CHAIRMAN. How about the one for Porto Rico?

Captain SEBREE. I put that at \$150,000.

The CHAIRMAN. How much for the one in Oregon that you spoke of?

Captain SEBREE. \$160,000 for all on the Pacific coast—one for Oregon, one for California, and one for Hawaii—and the Porto Rican tender \$150,000.

The CHAIRMAN. Do you regard those four authorizations as very important?

Captain SEBREE. I do, sir; I regard them as very important.

The CHAIRMAN. The next bill is No. 3187, to construct and place a light-ship near the eastern end of Hedge Fence Shoal, at the entrance to Vineyard Sound, Mass., being at a cost of \$100,000. What do you say about that?

Captain SEBREE. That would be a desirable thing, but if we can only get one that is not the same thing.

Mr. ESCH. That is not the one to take the place of the one that was lost at Nantucket Shoals?

Captain SEBREE. No, sir.

The CHAIRMAN. If this was authorized would \$100,000 be necessary?

Captain SEBREE. \$130,000, sir. This was before I opened the bids on the 22d of last month for vessels exactly like this. Two vessels were finished a year ago last December for \$82,000, and the plans that were sent out were exactly the same. The lowest bid I got was \$109,000, the next \$120,000, and the next \$135,000. The New York Shipbuilding Company would not, on account of the increased prices, bid at all.

The CHAIRMAN. What do you say about No. 3188, introduced by Mr. Greene?

Captain SEBREE. If it could be built it would take the place of the old one that has been there for a long time and is not up to the mark. I may have to take that in; it is reported as unseaworthy.

The CHAIRMAN. Is it doing duty?

Captain SEBREE. It is there now.

The CHAIRMAN. How old a vessel is it?

Captain SEBREE. She was probably built thirty or forty years ago. She has no steam power of her own. We are particularly short of light-ships, and you know we have lost one recently.

The CHAIRMAN. Which is the more important of these two?

Captain SEBREE. Well, if I could only get one I think I would take the Hedge Fence Shoal. It is an aid to navigation, and then we would try to make the old one last as long as we could.

Mr. STEVENS. Where was that light-ship disabled the other day?

Captain SEBREE. It was stationed off Nantucket Shoals on the line of the steamers going to and coming from Europe, forty miles off shore.

The CHAIRMAN. The next bill is No. 5293, to provide for the building of a new light-house and range light at Honolulu Harbor, Territory of Hawaii. That has been acted upon.

The next is No. 7076, by Mr. Burton, of Ohio, for a light-house and fog signal on Rock of Ages, Lake Superior, at a cost not to exceed \$125,000.

Colonel LOCKWOOD. All that is necessary to complete it is \$100,000; \$25,000 was appropriated last year.

The CHAIRMAN. Then it is a continuing appropriation?

Mr. STEVENS. That would go to the Appropriations Committee.

Colonel LOCKWOOD. Yes, sir.

The CHAIRMAN. The next is No. 8417, to fix the compensation of light-house keepers and to provide for their retirement on half pay. The bill provides that the compensation received by light-house keepers shall be \$50 per month, and assistant keepers \$40 per month, and that when a light-house keeper or his assistant has served ten years continuously and shall become so disabled in the discharge of duties as to be unfit for service he shall be retired on half pay.

Captain SEBREE. That section 3 should read "Secretary of Commerce and Labor," instead of "Secretary of the Treasury."

The CHAIRMAN. How many people would there be entitled to the benefits of this act at this time?

Captain SEBREE. Well, the number that has served ten years continuously, I should say, probably would be only a thousand, but the number that are disabled I do not think would be more than ten.

Mr. STEVENS. They would be disabled pretty quickly if they could get that pay?

Captain SEBREE. I presume so.



The CHAIRMAN. What would you estimate would be the cost for next year, say, if this become a law?

Captain SEBREE. I could only make a very rough estimate; but with 1,500 people with an average of \$45 a month—well, in figuring it out I should say that it costs \$20,000 a month, which would be about \$250,000 a year; that is, that much money would have to be added on the appropriation for salaries.

The CHAIRMAN. And it makes a start toward the civil pension.

Mr. RICHARDSON. That brings up another question.

The CHAIRMAN. Suppose we pass that over.

The next is a bill by Mr. Greene, No. 8443, for establishing a light-vessel off Nantucket Shoals, Massachusetts.

Captain SEBREE. That takes the place of the one that was lost, and I would like to have that amount of money increased to \$130,000.

Mr. STEVENS. In what way is that work being done now?

Captain SEBREE. That particular station, I think, is the most important of all. It is 40 miles off Nantucket Shoals, and it is immediately on the line of all the steamers going to and coming from Europe. We have had two for that station, one numbered 58 and one 66. No. 58 was out there at the time, and 66 was in to be overhauled. She was going back, and then this other one was used for relieving other vessels on the Nantucket Shoals; there are ten up there altogether. We haven't any now, and I have had to send one of the vessels that belonged off Cape Hatteras up there temporarily. That is a very important place. If we had only one place to mark, that would be the most important of all. If anything should happen to the light-vessel off Hatteras we could not do anything there until this vessel comes back.

Mr. STEVENS. You want a general relief vessel?

Captain SEBREE. Yes; we call it that, but most all of her time would be spent off Nantucket Shoals. We want the most modern vessel there is. I have plans all ready, if I can get the money.

Mr. RICHARDSON. That seems to be absolutely necessary.

Captain SEBREE. I should say that it is necessary. If we should get nothing excepting for one vessel in the way of an appropriation, I should say that this one would be the most important.

Mr. RICHARDSON. What has been done about building that light-house for Cape Hatteras?

Colonel LOCKWOOD. The plans were submitted last fall, and have been approved provisionally by the Secretary of Commerce and Labor; they were approved, subject to such changes as had been suggested by the Light-House Board, and other such changes as they may suggest in the future. That is the way the matter stands now. No additional plans have been submitted since that plan.

Mr. WANGER (acting chairman). How long ago?

Colonel LOCKWOOD. The plans had to be acted upon by the 1st of January.

Captain SEBREE. That was in accordance with law.

Mr. GREENE. I would like to ask, in regard to this bill that we have just been discussing, how long that station off Nantucket was left unprotected after the sinking of No. 58?

Captain SEBREE. I think about four or five days.

Mr. STEVENS. Then we understand that if Congress does not grant

you this appropriation, with an increase, and disaster should overtake some of the vessels now on station, that you could not protect some stations?

Captain SEBREE. I could not protect some of the stations right now. If we should get the money now—if it should be appropriated now—we can not have the new boat ready for a year. We will have to pull from one station to another, from New York or Cape Hatteras. You know that light-ships can not stay out in the ocean permanently; they have to be brought in once a year, at least, to be painted and overhauled and fixed up.

Mr. GREENE. What method did you use then to notify vessels of danger at that place?

Captain SEBREE. Nothing, excepting the notices to mariners in the papers, stating that the light-ship had sunk, and would be replaced as soon as possible. When it was replaced we notified them again.

Mr. GREENE. The wireless telegraph system was used there, and that is the main station that is used by all vessels coming from Europe, is it not?

Captain SEBREE. All of the steamers.

Mr. GREENE. It is 42 miles off shore?

Captain SEBREE. Yes; out of sight of land. Of course, the Boston vessels do not pass there going to and from Europe, but all vessels bound to and from New York do.

Mr. GREENE. The entire New York commerce has to sight that vessel, and depends upon the system of wireless telegraphy to know where they are.

Mr. WANGER. The next bill is No. 8760, by Mr. Gillett of California, to establish at Cape Mendocino, California, quarters for the light keeper.

Mr. GILLETT, of California. I will say that that bill has also passed the Senate. This is very near where I live, in my county, and that building has been used for a great many years. It is simply a question now of a short time until it slides into the ocean. It is not a fit building for anybody to live in. I will say that this bill was reported favorably by this committee at the last session, and I think they understand how it is. The number of the Senate bill is 2273.

Cape Mendocino is a very exposed place, a very stormy place. These quarters are wooden quarters, in bad shape, and they have not been looked after for many years, and, as I said before, it is an unfit place for anybody to live in.

Captain SEBREE. Six or seven years ago I had the building propped up. It is a little bit of a house, and one of those cases where the building was built for two keepers, and it has to contain three. They fixed up an old oil house—we changed the kind of oil in use out there—just one room, an old shack which has been propped up, and it is not fit for a man to live in, and really never was.

Mr. WANGER. This is even more important than old quarters generally.

Captain SEBREE. I think so. It has been a disgrace there for a long time. It is a rather out of the way place; not very many people would ever get there to see it.

Mr. WANGER. The next bill is No. 8759.

Mr. GILLETT. That has passed the Senate, too. I would like to

have the Senate bill considered—No. 2274. In relation to this bill, I would like to say that this is my home town. A few years ago the Government built jetties out in the Pacific Ocean. At one time we had a light-house tender and signal at the entrance. The old light-house was moved down about 6 miles on the coast on a space called Table Bluff, 6 miles from the jetties. It is very dangerous in these particular places, and in foggy weather—and we have lots of fog along the coast there—it is almost impossible to hear the fog horn at Table Bluff when you are going back and forth, the prevailing winds being from the northwest. All mariners say that it is very necessary.

Mr. RYAN. Do they have considerable commerce there?

Mr. GILLET. We have a large commerce there, steamers going every day to Australia, San Francisco, Hongkong, and everywhere. I have had considerable experience along the shore there, going back and forth, and I know how necessary it is. We have a great deal of fog there. The heavy redwood forests lie right back from the shore, and it is one of the foggiest places on the Pacific coast. A fog signal is necessary at that point. I have passed that point and listened for the fog signal that they have, and I could not hear it. Captain Sebree has been in and out there, and I think we have even gone so far as to locate the ground where this should be built. Gentlemen will understand that we have no railroad running into Eureka. It is a place of some 12,000 people, and everything is done over the ocean and from this pier.

Captain SEBREE. I have been out there, and I wrote one of the first reports requesting the Light-House Board, I think it was eight years ago, about this matter, tentatively selecting the place by talking with the people who used it. I think they ought to have it there. Commerce has increased a great deal since I was there.

Mr. WANGER. How do you range that among other propositions for fog signals that you have?

Captain SEBREE. I should think on the Straits of Fuca, if we could not get but one, that I would prefer it there. Of course, there is a little personal feeling about this one at Humboldt Bay, because I have been in and out there so many times, and I have had the necessity for it myself.

Mr. WANGER. Then next to the one in the Straits of San Juan de Fuca you would rank this?

Captain SEBREE. I think I would, yes, sir; without going through the whole list.

Mr. ESCH. I notice in this bill No. 8760 that the quarters for the accommodation of the light-keeper are put down at a cost not to exceed \$5,500, and for the two at Buffalo it was \$6,200. Is this a sufficient amount?

Mr. RYAN. I can answer that, I think. The one at Buffalo was first recommended at \$5,500, and then the cost was increased.

Mr. GILLET, of California. I think the cost of this should be increased also for this reason, that lumber in that country has increased considerably in price. Undoubtedly the cost will be more than that, and I think that this should be amended so as to cover that.

Mr. WANGER. Is this to be a double house; the Buffalo house was to be double.

Mr. GILLET, of California. This is the largest light-house on the coast, and the most important light on the coast.

Captain SEBREE. I think if we gave them \$5,500 we could build a house that would be good enough.

Mr. GILLET, of California. Anything would be better than what they have now.

Adjourned at 12.10 p. m.

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HOUSE OF REPRESENTATIVES,  
*Tuesday, February 13, 1906.*

The committee met at 10.30 o'clock a. m., Hon. William P. Hepburn in the chair.

Captain Sebree and Colonel Lockwood, of the Light-House Service, appeared before the committee.

The CHAIRMAN. The bill before us is H. R. 8766, for the establishment of an automatic signal at Bakers Island, Salem Harbor, Massachusetts, at a cost not to exceed \$10,000.

Colonel LOCKWOOD. That has been recommended by the Board, and it is regarded as quite essential.

The CHAIRMAN. The next is the bill 8982, for the establishment of a light-house and a fog signal at Isle au Haut, Maine. (Reading:)

That a light-house and a fog-signal station be established at the southwest entrance of Isle au Haut thoroughfare, Maine, at a cost not to exceed fourteen thousand four hundred dollars.

Colonel LOCKWOOD. That has been recommended for several years, Mr. Chairman. It is considered as very necessary in that part of the country.

Mr. WANGER. What thoroughfare is that?

Colonel LOCKWOOD. I could not tell you exactly now.

Captain SEBREE. That is in Maine, east of Portland; I don't know exactly the distance, however. Have you a chart?

The CHAIRMAN. There are no charts here.

Mr. WANGER. It may be shown on the map of the light-house district.

Captain SEBREE. Yes, I will look.

Colonel LOCKWOOD. They are not in sufficient detail to show it.

Captain SEBREE. It will show the general coast.

Colonel LOCKWOOD. It is a harbor that is much frequented by fishermen and boats running up that way.

The CHAIRMAN. Is that the expense necessary?

Colonel LOCKWOOD. Yes; \$14,400.

The CHAIRMAN. The next is the bill 10512, to provide for additions to the light-house establishment in the Territory of Hawaii. The first is a light-house of the first order to be located on Mana Point, Hawaii, together with a keeper's house and all necessary equipment, at a cost not to exceed \$60,000.

Captain SEBREE. That is one of several that has been recommended. This committee has already passed on two for that Territory. This has been strongly recommended, and it would be a good thing to get it.

The CHAIRMAN. How important is it in comparison with the others?

Captain SEBREE. It is not as important as the two that this com-

nittee passed on a week or two ago, for lights at Honolulu Harbor, and then Makipoo Point.

The CHAIRMAN. Then you do not regard it as of the first importance?

Captain SEBREE. No; not of the first importance. I think if we get anything at all out there those two we have passed on ought to be given before this.

The CHAIRMAN. If you get a third of all you ask for would you include this in that one-third?

Captain SEBREE. For that part of the world?

The CHAIRMAN. No.

Captain SEBREE. You mean for the whole United States?

The CHAIRMAN. Yes.

Captain SEBREE. No, sir; I would not.

Mr. WANGER. I see that the fifth section of this provides for a light-house tender.

Captain SEBREE. That is a separate bill; that is the most important thing we have asked for that Territory.

The CHAIRMAN (reading):

A light-house of the second order to be located at Molokini, island of Hawaii, together with the keeper's house and all necessary equipment, at a cost not to exceed forty thousand dollars; and this sum, or so much thereof as may be necessary for this purpose, is hereby appropriated out of any money in the Treasury not otherwise appropriated.

What do you say as to the relative importance of that?

Captain SEBREE. That would come in after the other one.

The CHAIRMAN. Not so important as the last one we have referred to?

Captain SEBREE. No, sir.

The CHAIRMAN (reading):

Third. A light-house of the fourth order to be located at the leper settlement on the island of Molokai, Territory of Hawaii, together with the keeper's house and all necessary equipment, at a cost not to exceed forty thousand dollars.

The next is (reading):

Fourth. A light-house depot at Honolulu, Territory of Hawaii, to consist of all necessary buildings and equipment, at a cost not to exceed forty thousand dollars.

Captain SEBREE. That is important. We have now as a matter of fact the buoys and the supplies for those islands. We have been borrowing a room or two rooms from the Navy Department. They recently made us get out.

The CHAIRMAN. Haven't they got ample room there? They have very spacious ground and a large number of buildings, have they not?

Captain SEBREE. They did not seem to think so; when we asked for some ground they would not give it to us.

The CHAIRMAN. Who denied it, the authorities out there?

Captain SEBREE. The Secretary of the Navy. We asked, through the Secretary of Commerce and Labor, the Light-House Board; that is, the Secretary of Commerce and Labor sent the letter which was prepared, and the Navy Department referred it out, and then it finally came back, and we did not get it.

The CHAIRMAN. You have been out there frequently?

Captain SEBREE. Yes, sir.

The CHAIRMAN. Do you think there is an abundance of room there that might be used for this?

Captain SEBREE. I could not say that; no, sir. I have been there, but I could not say that we could take the land that they have there; the naval officer in command there might be strenuously opposed to it.

The CHAIRMAN. They have several acres of land there, have they not?

Captain SEBREE. I do not think so; no.

The CHAIRMAN. But where their building is there is a large park of many acres?

Captain SEBREE. Even if we had the ground, Mr. Chairman, we would have to have money to build something—a shed, or something.

The CHAIRMAN. Would not a light, wooden building that would cost, say, \$1,000, serve for your purposes as a depot?

Captain SEBREE. No, sir; we could not do much there for a thousand dollars, or for ten thousand dollars, either.

Mr. ESCH. Would you have to build your own wharf?

Captain SEBREE. No; we would not have to build a wharf. I think it will be a good thing to have that, but if we do not have it we will have to get along some way.

The CHAIRMAN. How do you manage about it now?

Captain SEBREE. At present we have to rent.

The CHAIRMAN. What do you pay rent?

Captain SEBREE. I can not answer that, I do not know; probably a small amount; may be a hundred dollars a month or something of that kind.

The CHAIRMAN. How large a building would you need for the purposes of a depot? A warehouse simply to keep your supplies would be all that would be necessary?

Captain SEBREE. Say, a building 50 feet by 40 feet, or something like that.

The CHAIRMAN. One story?

Captain SEBREE. Yes. When we build it we might as well put a loft in it to store extra things.

The CHAIRMAN. But you are building a cheap frame building—

Captain SEBREE. If we build a cheap building, of course; if we have a thousand dollars we might put up a little shed, but the idea—if we build anything at all—the idea would be to build a permanent building and not a cheap one that would have to be torn down in two or three years. I think it would be better to go and rent for a further time than to put up a cheap building.

The CHAIRMAN. That you regard as important?

Captain SEBREE. The situation out there is that that was turned over by the Executive order to the Light-House Board about three years ago, but up to the present time no money has been appropriated for that. We have taken over the old lights and old shacks that were there, and we have been paying the keepers and for the oil out of our general appropriation. We have not had any money, and the establishment there is about run down. The light-houses and everything else there are a disgrace.

The CHAIRMAN. What do you say about this fifth section, for the construction and equipment of an outfit for a steel, steam, self-propelling tender?

Captain SEBREE. That was acted on yesterday in a separate bill, and if we can only get one thing for the Hawaiian Islands that is the one thing we want.

The CHAIRMAN. The next bill is 10695, to establish a light and fog-signal station on the Southwest Ledge, entrance to New London Harbor, Conn.

Colonel LOCKWOOD. The original appropriation was for a light-house, Black Ledge, and it was estimated that \$60,000 would build that, but the logical location for it was about a quarter of a mile to the south and west, at a place known as Southwest Ledge. The cost of putting a light there, which is the proper location for it, will be, owing to the difficulty in character of foundation, probably \$55,000 more than it would cost at Black Ledge. It was thought for a time that the condition at Southwest Ledge might be improved under the river and harbor improvements, but nothing has been done in that respect, and it very essential that we should have a light and fog signal at Southwest Ledge.

The CHAIRMAN. What have you got there now?

Captain SEBREE. Nothing but a buoy.

The CHAIRMAN. How long have they got along with a buoy?

Captain SEBREE. Always.

The CHAIRMAN. And have there ever been any wrecks there that you know of?

Captain SEBREE. I can not recall about that. There is a bill appropriating \$60,000 now for Black Ledge.

Mr. ESCH. You want \$35,000 more to put it down at Southwest Ledge?

Captain SEBREE. Yes; to make the \$60,000 available for the Southwest Ledge.

Mr. WANGER. Would not the better improvement be to have the light on the Black Ledge and then have the Southwest Ledge dredged out?

Captain SEBREE. Well, there is plenty of room to get in as it is, and if we had a light and fog signal station there I think that would be the best thing.

Colonel LOCKWOOD. I would think the best place for the light would be at Southwest Ledge.

Captain SEBREE. The proper place for the light is this place where it costs more. It costs more because it is deeper water.

The CHAIRMAN. You regard that as important?

Captain SEBREE. I do, sir.

Mr. BURKE. Did the Department make a suggestion originally when the appropriation was made for the station at Black Ledge that it ought to be located at Southwest Ledge?

Captain SEBREE. After the law was passed it was proposed to put the light at Southwest Ledge, a quarter of a mile away, and under the law we felt that the Treasury people might consider that a little too far away under the wording of the law, "at or near."

Colonel LOCKWOOD. And besides that, Southwest Ledge has a name of its own.

Mr. BURKE. Is the appropriation for Black Ledge sufficient if the station were to be established there?

Colonel LOCKWOOD. Not now; it would have been two years ago.

Mr. BURKE. Why the difference?

Colonel LOCKWOOD. Increased cost of material and labor.

The CHAIRMAN. The next bill is 10709, providing for a light-house tender for the thirteenth light-house district.

Mr. WANGER. How about this Stonington breakwater?

The CHAIRMAN. Six thousand dollars for the erection of a suitable building or dwelling for the occupants of the station—

Captain SEBREE. That dwelling has been repaired and it has been insanitary for years. Recommendations have been made for I don't know how many years for a new building. It is a very essential thing.

The CHAIRMAN. To cost a thousand dollars?

Captain SEBREE. Yes.

Mr. RYAN. That is a single dwelling?

The CHAIRMAN (reading):

For constructing, equipping, and outfitting, complete for a service, a new steel steam light-house tender, for use in the thirteenth light-house district, in place of the tender *Manzanita*, which it is deemed injurious to repair, the Light-House Board is hereby authorized to expend, to be immediately available, the unexpended balance (\$39,811.55) of the appropriation of forty thousand dollars.

Captain SEBREE. That was taken up yesterday; I spoke of it, but if we could only get one tender, that is the one we would want.

Mr. WANGER. You spoke of this, but we had not reached the bill yet.

Captain SEBREE. Yes.

Mr. WANGER. This is the one you regard as of the utmost importance?

Captain SEBREE. Yes. The vessel has been sunk, and we urge that as the repairs would cost as much as a new vessel, that we should have a new vessel. Forty thousand dollars were appropriated last year, but before we started to repair her she was run into and sunk. We have raised her and the estimated cost is \$53,000 to repair her, and the way prices have gone up, and considering the bids we have got, I know that would not do it. The idea of this is to allow the use of that \$40,000 toward building a new one, to authorize that toward building a new one, and to appropriate—I think this bill asks for \$150,000; I would like to have that made \$160,000 now.

The CHAIRMAN. The next bill is 10710, providing for a light-ship at Nantucket Shoals, Massachusetts. What do you say about that?

Captain SEBREE. That is to take the place of a vessel that was foundered December 11th, and it is the most important thing in the way of light-ships; if we can have only one light-ship this year, that is the one we ought to have.

Mr. WANGER. How about that \$100,000?

Captain SEBREE. We want \$130,000, sir. We opened the bids the other day and if we build it at all, we will have to have \$130,000. We could have built it for \$82,000 two years ago; but the average of three bids opened was \$120,000.

Mr. BURKE. Why does it require more for the one mentioned in bill 10709?

The CHAIRMAN. The next is the bill 10711, providing for a light vessel for use off the mouth of Columbia River, Oregon.

Captain SEBREE. The light-vessel that has been marking the mouth of Columbia River was built twelve or fifteen years ago. She has been marking that place, and this is the second time she has gone



ashore. She went ashore three years ago. She is not suitable to go there. This is the second time she has broken adrift, as I have said. Fortunately no one was drowned. It cost some \$30,000 to repair her three years ago. We need a first-class vessel for that place, and if we can only get two light-vessels this year that would be number two, in my opinion—Nantucket Shoals first.

The CHAIRMAN. The next is bill 10712, to provide for the erection of a light-house on Independence Point, Chaumont Bay, New York.

Captain SEBREE. The Department submitted a letter to this committee a few days ago adversely on that bill.

The CHAIRMAN. The next is 11270, to construct and place a light-ship off Point Judith, Rhode Island.

Captain SEBREE. That has been very strongly urged by petitions of all classes of people. I think this would be a good thing, but there are other places where a light-vessel is more needed, and so, I think, it could go over. However, I would like to have one there, and, as I say, it has been very strongly urged. We think that there are other places that are more important.

The CHAIRMAN. The next is 12463, to provide for the erection of a light-house on the Isle of Shoals, on Six Town Point, Lake Ontario.

Captain SEBREE. There has been a letter written by the Department to this committee reporting adversely on that.

The CHAIRMAN. The next is 13852, to provide for the erection of a light-house at Pilar Point, at the entrance to Half Moon Bay, California, \$13,000.

Colonel LOCKWOOD. That is a matter that has been referred to the district officers in San Francisco, and no report has been received.

Captain SEBREE. That would be an aid to navigation there, and I know about that place. We would be very glad to have one there. There are other places on the coast, however, that are more important. There have been wrecks around there, and this would be a great help.

The CHAIRMAN. The next is bill 13937, granting an increase for the authorization of a light-ship to be placed on the outer bar of Brunswick, Ga., from \$90,000 to \$130,000.

Captain SEBREE. That is the case in point. That vessel was appropriated for last year, the only light-vessel that we got, and I ordered the same plans to be submitted to bidders that we had before, and on which plans we had built five for \$82,000 each. We had, when we got through advertising, something like \$89,000 and some hundred dollars, available, and the bids were opened two or three weeks ago, and they were \$109,000, \$120,000, and \$135,000, and the New York Shipbuilding Company, which had built the other five and which had all the patterns and so on necessary to build the ship, wrote declining to bid. They knew that there was an appropriation of only \$90,000, and they said they could not build it for that. I think that we need a first-class vessel, and these five we have built have proved excellent in every respect, and so I thought we had better ask Congress for authority to increase the amount so we could build a vessel on these same plans; and then, if any others are given, I will submit the same plans.

The CHAIRMAN. And \$130,000 is what you want?

Captain SEBREE. \$130,000; yes. I took out as much as I could, because I tried to keep the cost down.

Mr. WANGER. Do you know of any such increase in the cost of materials and labor as to lead to such an expansion in the cost?

Captain SEBREE. I can not understand it. Most of the shipbuilders do not seem to have much work, and they want work, and this New York shipbuilding firm wrote that since they finished those vessels a year ago last December they expected to build them, but prices had gone up so much they could not bid, knowing the appropriation allowed. For instance, copper, they said, had gone up 50 per cent. As a matter of fact that does not play a very important part, because there is not very much copper on one of these ships. They said that steel had gone up from \$7 to \$8 a ton. But I think the main question with them is the labor question. Of course I do not speak authoritatively on that. When I got these bids for this light-vessel I went to the chief constructor of the Navy Department—

Mr. BARTLETT. Lumber has gone up 33 per cent in the last six months, you know.

Captain SEBREE. I asked the agent of this company about that, yes; and he said lumber had gone up.

Mr. RYAN. They are iron boats?

Captain SEBREE. Yes; but the decks are of lumber. The total increase in the price of material would not account for that, in my opinion, and I think there must be something else. Take that vessel. There would be about 300 tons of steel in her, and that, at \$7 a ton increase, would only be about \$2,100, and I can not account for it. The men won't bid, and from those who did bid it shows how hard it is to try to estimate; there is a difference in their bids from \$109,000 to \$135,000.

Mr. BURKE. What would be the cost of labor as compared with the material?

Captain SEBREE. I do not know. That is known, I suppose, but I do not know it accurately. I think it would be somewhere in the neighborhood of from 70 to 80 per cent.

Mr. RICHARDSON. Steel, then, is the principal commodity used in that construction?

Captain SEBREE. Yes.

Mr. RICHARDSON. And that has gone up from \$7 to \$8 a ton?

Captain SEBREE. Yes, sir.

Mr. RICHARDSON. And that does not account for it?

Captain SEBREE. No; not at all.

Mr. RICHARDSON. Therefore it is bound to be labor; the difference is in the labor.

Captain SEBREE. I can not see anything else, although this shipbuilding company, in their letter to us, did not specifically mention labor; they said that material of all kinds and the expenses had gone up so that they could not bid.

Mr. CUSHMAN. Did I understand you to say that you would estimate the cost of a vessel to be about 30 per cent for the material and 70 per cent for the labor?

Captain SEBREE. Yes, sir. I ought to know closer than that, and I could find out more accurately at the Navy Department, but I should say, roughly speaking, that it might be 80 and 20; the labor is the big part of it.

The CHAIRMAN. The next bill is H. R. 14183, a bill for the establishment of two beacon lights at the mouth of La Trappe River, Maryland, at a cost not to exceed \$10,000.

Captain SEBREE. Those beacon lights, at the mouth of La Trappe River, Maryland. Yes. If the Light-House Board should decide that they are necessary, they could be constructed out of the general appropriation without any action of Congress.

The CHAIRMAN. 14189, to establish lights on the Monongahela River.

Captain SEBREE. The letter was prepared for the Secretary of Commerce and Labor to sign the day before yesterday or the day before that. In the opinion of the Light-House Board that is not necessary. It has been reported on several times.

Mr. WANGER. You mean that it is not necessary that there should be lights established, or that it is not necessary to get special authority?

Captain SEBREE. Both, sir. We had it looked into about a year and a half ago, and there are plants all along that river, and we do not think lights are needed; there are a great many furnaces and things of that kind along that river.

Mr. WANGER. You need one or two bridges across that river. Do the lights on the bridges aid navigation?

Captain SEBREE. Yes; and the law is that all bridges shall be lighted; there does not have to be an act of Congress on appropriation for that.

The CHAIRMAN. The next bill is 14522, to establish additional aids to navigation in Delaware Bay and River, at a cost not to exceed \$390,000. The first is a light-house and fog signal on Brown shoal, at a cost not to exceed \$80,000.

Colonel LOCKWOOD. There was a letter written by the Department to this committee, yesterday or Saturday, reporting favorably on that measure, putting a light on the Horseshoe shoal, first, in accordance with the wishes of the Maritime Exchange and Pilots' Association of Philadelphia. It should be first in order.

The CHAIRMAN. What do you say as to the second, a light-house and fog-signal Miah Maul shoal, at a cost not to exceed \$75,000?

Colonel LOCKWOOD. It is regarded as necessary to the safety of navigation on the stream.

Mr. WANGER. This is a part of the general scheme for lighting the Delaware River?

Colonel LOCKWOOD. Yes, sir.

Mr. WANGER. And we have from year to year authorized one or two, and that is still remaining to complete the general system?

Colonel LOCKWOOD. Yes. There is one at the Elbow of Cross Lakes and one at Goose Island Flats, and these come along in their regular order. The Horseshoe Shoal light is the light-house that will be nearest to Philadelphia.

The CHAIRMAN. How do you rate these as to importance?

Colonel LOCKWOOD. Just as they come, putting Horseshoe shoal first.

The CHAIRMAN. Does this complete the system, these five?

Colonel LOCKWOOD. No, sir; because the ranges have not all been established yet.

The CHAIRMAN. You put the Horseshoe shoal first, and then the others in the order they are here?

Colonel LOCKWOOD. Yes, sir.

The CHAIRMAN. How do you regard this in importance, as in comparison with other things you have spoken of?

Colonel LOCKWOOD. That is a very important matter, Colonel, to the commerce of Philadelphia. If deep-draft vessels are going to run at night, they need those light-houses.

Mr. WANGER. The items in this bill are exactly in the order in which they are recommended in the estimate?

Colonel LOCKWOOD. Yes; but that was changed by the Maritime Exchange only a short time ago.

Mr. ESCH. There is one bill, 12313, to establish a signal station on Devils Island, Lake Superior.

Colonel SEBREE. That would not come under the Light-House Board; that would come under the Department of Commerce and Labor.

Mr. RICHARDSON. How are you off at Mobile, Ala.?

Colonel SEBREE. We have just got a contract to light that channel with acetylene, and I am going down Monday. I have not been there for twenty-five years, and I am going down there, and will go to Mobile and will go up that channel. I notice the contract was approved yesterday for putting our acetylene gas in those——

Colonel LOCKWOOD. Just about the time when the Light-House Establishment was getting that channel lighted they proposed to change the channel.

#### STATEMENT OF HON. WILLIAM S. GREENE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MASSACHUSETTS.

Mr. GREENE. There are two bills here, Mr. Chairman and gentlemen, to which I wish to call your attention, Nos. 3187 and 3188. Bill 3187 provides for the construction of a light-ship at the entrance to Vineyard Sound, Massachusetts. That is a sound through which more vessels pass than any other place on the Atlantic coast, and it is a very foggy passage, and the Hedge Fence Shoal is a very dangerous shoal. If I had a chart here to show you, I could convince you very readily of that. Within the last three weeks two vessels have gone onto that Hedge Fence Shoal. This has been called for by the Boston Chamber of Commerce, and also by a large number of vessel owners. I have letters here which I will be glad to file. This has been called for quite a number of times, but I never appeared before the committee for it before this. This will be of great assistance to navigation, and ought to be provided for.

Mr. RYAN. Do many boats pass by that Hedge Fence Shoal?

Mr. GREENE. More boats than any other place on the Atlantic coast; more vessels pass through Vineyard Sound, between Boston and New York, than any other place on the Atlantic coast, and more wrecks have taken place there than almost any place that I know of.

Mr. WANGER. What is the nearest light-ship to Hedge Fence Shoal?

Mr. GREENE. The nearest light-ship?

Mr. WANGER. Or other aid to navigation?

Mr. GREENE. I do not know just the distance. There is a light at east and west —— in Vineyard Sound, but this is beyond that, and is a very dangerous spot.

Mr. WANGER. It is farther on toward the east?

Mr. GREENE. The other bill is 3188, calling for a new light-ship to take the place of one now where Hen and Chickens light-ship is located. That vessel is over forty years old. Of course it answers for a light, but there is a large amount of commerce that goes by there, and specially a new line of passenger steamers in service between New York and New Bedford, which pass by Hen and Chickens Shoal, and it is the entrance to Buzzards Bay, where the steamers want to go, and the captain has informed me (and all the mariners have called for it) that they can not hear the warning of that bell, and a fog whistle is needed there. I applied for a fog signal to be placed on that ship and the Department replied that the ship was too weak, that it could not stand a steam fog whistle on it.

It is impossible to maintain a fog whistle on that boat because the fog whistle would be too heavy, and so a new light-ship has been called for for a number of years. I have postponed coming here for the purpose, but it seems to be an actual necessity, especially by reason of the new passenger line which has been established, on which line hundreds of passengers travel every night between New York and New Bedford, and it is a danger to human life, in addition to the ordinary travel. It is one of the foggiest places on the coast and it is extremely needed.

I do not want to take any more of the time of the Committee, but I am positive that these bills are proper and ought to be granted. They have both been reported favorably to the Senate and undoubtedly will pass the Senate. I have some letters which I would like to insert as a part of my remarks, letters from vessel owners and others showing the necessity for these two measures.

As to the Nantucket light-ship, the Light-House Boards say that of all the vessels they have recommended, there is nothing anywhere on the entire coast east or west that ought to take its place. It is 42 miles from the Nantucket shore, and is the outpost light where the wireless-telegraphy system is, and all the vessels that come to this coast go by there in going to New York. As you know, a vessel was sunk there this year and the men were barely saved, and last year vessel No. 66 on that coast was blown off of its station and blown a great many miles beyond where it was located. So it seems necessary to have a modern vessel there, and I think all three of these are required as much as anything I know of (and I am pretty familiar with that coast), and I am not alone in expressing this view; it is the view of the entire maritime interests of New England.

The CHAIRMAN. How close would those three vessels be?

Mr. GREENE. I think the vessel at the Hen and Chickens is probably 20 or more miles from the Hedge Fence Shoal and the other one would be 75 or more miles; I don't know but that it would be 100 miles from the Hedge Fence Shoal. They are important matters, not because I happen to represent them, but I happen to know about them.

Mr. WANGER. I was going to ask the Captain what demand has appeared to the Board for a fog signal on the Hen and Chickens?

Captain SEBREE. That has been up for a long time. There ought to be one there, and on an old vessel like that you can not put a fog signal, the vessel would not be strong enough. We would be afraid to try it.

The CHAIRMAN. You thought yesterday that while this was desirable it was not of first importance?

Captain SEBREE. Not as compared with the Nantucket shoals and the mouth of the Columbia River.

The CHAIRMAN. And 3188, the Hedge Fence, is not as important as this one?

Captain SEBREE. Of the two I would rather have the Sow and Pigs—

The CHAIRMAN. You mean the Hen and Chickens?

Captain SEBREE. I mean the Hen and Chickens.

Mr. SHERMAN. I would like to ask Captain Sebree about the situation at Ambrose Channel, New York, whether that was fully protected, and if not, whether it is necessary that something additional should be provided there?

Captain SEBREE. They are talking about the new channel there, and it has gotten to such a stage there that we want the money to build the light-house and the buoys and light-ship that will properly mark that channel. I think Colonel Lockwood and I will agree on that. And of all the States and Territories the most important thing is to have aid to navigation ready when that 35-foot channel is ready at New York.

Mr. SHERMAN. When will that be ready?

Captain SEBREE. I think they estimate now that it will be ready in about two years.

Mr. SHERMAN. How soon, then, should you begin to make provision for properly marking that channel, to have your work done simultaneously with the finishing of the channel?

Captain SEBREE. We should commence now. There is some slight difficulty, however, with regard to the location of some of those lights. Originally the front light of the first ranges for the two arms of the channel was on the edge of the cut, but that has been determined to be a bad idea; a heavy-draft vessel would not go nearer than three or four hundred feet, would not dare to, and putting it on the edge of the cut would therefore diminish the available width by this distance I have mentioned, and the matter is now being reconsidered by the district officer with regard to the rearrangement of those lights, and I have just heard that the report will be given to the Board to-morrow.

Mr. SHERMAN. I understand that you consider this channel the most important on this continent?

Captain SEBREE. Yes; there is no question about that.

Mr. SHERMAN. There is no question about that at all; and can you say now what it will cost—the total cost—to properly mark the entire channel?

Captain SEBREE. The estimate that has been submitted is \$345,000. If a change is necessitated, throwing out the old light-house at Romer shoal at the rear range, it will cost about \$100,000 more than that—probably \$75,000 or \$100,000; roughly speaking, \$450,000 altogether.

Mr. SHERMAN. And to have that work all done by the time the dredging work is finished you should begin right away?

Colonel Lockwood. That is the idea.

Mr. SHERMAN. What proportion of this total of \$450,000 ought you to have to proceed with the work with the rapidity that you think is necessary within the next fiscal year?

Colonel LOCKWOOD. Fifty per cent, I should say.

Mr. SHERMAN. So that you would regard an appropriation of \$225,000 to begin the work on Ambrose channel as the most important item that can be suggested in connection with this work anywhere in the United States?

Colonel LOCKWOOD. Yes, sir.

Captain SEBREE. Always excepting the Nantucket shoal light.

Mr. SHERMAN. Does Colonel Lockwood agree with you about that?

Captain SEBREE. We would need the light-house.

Colonel LOCKWOOD. I guess that that Nantucket shoal light is of first importance, but they can find a vessel about there and you can not find a light-house to put in New York Harbor.

Mr. Green submitted the following letters, etc.:

RESOLUTIONS PASSED AT THE ANNUAL MEETING OF THE BOSTON CHAMBER OF COMMERCE, JANUARY 16, 1906.

*New light-ships.*

*Resolved*, That the Boston Chamber of Commerce strongly urges the enactment by Congress of House bills introduced by Congressman Greene, of Massachusetts, and indorsed by the United States Light-House Board, for the establishment of a new light-ship on Hedge Fence shoals, and for new vessels for the Hen and Chickens and Nantucket shoals stations.

*Resolved*, That our delegation in Congress be asked to impress upon the Committee on Interstate and Foreign Commerce the importance to the maritime interests of the North Atlantic seaboard of favorable reports on these bills, and that they be requested to use every effort possible to secure their passage.

BOSTON CHAMBER OF COMMERCE.

*Boston, Mass., February 9, 1906.*

DEAR SIR: I beg to acknowledge receipt of your letters of the 6th and 8th instant, both of which arrived in the same mail this morning, and each accompanied by two copies each of the several light-ship bills.

I was pleased to see that you were successful in having these bills reported in the Senate yesterday, and I congratulate you. I am sending you by this mail some letters indorsing your position, and I hope, to-morrow, to send you another from Mr. Wm. F. Palmer, who controls the Palmer fleet, probably the second largest coastwise fleet on the Atlantic coast, Captain Crowley, of the Coastwise Transportation Company's fleet probably ranking first in tonnage.

Messrs. Emery & Co. and Mr. Freeman also represent large fleets. If I had time I have no doubt I could get more letters from parties outside of Boston interested in these questions. It seems that now, with the indorsement of the Light-House Board and the fact that the bills have been reported upon favorably in the Senate, that the present situation is most encouraging for a successful outcome of your efforts.

I know that these are very fully appreciated by the vessel owners in this section.

I shall try, if possible, to secure a letter to-morrow from the manager of the Eastern Steamship Company, who represents the Morse interests, which, as you know, are very extensive, including the Metropolitan Outside Line from Boston to New York, and it is reported in to-day's papers that the Clyde Line has passed under the same control.

I thank you for sending me these bills.

Yours, very truly,

DANIEL D. MOORE,  
*Secretary.*

Hon. W. S. GREENE,  
*House of Representatives, Washington, D. C.*

95 COMMERCIAL STREET,  
Boston, February 9, 1906.

MY DEAR SIR: I desire to urge you to use every effort to accomplish the passage of House bills 3187 and 8443, to construct a light-ship on Hedge Fence and establish a light-ship (new) off Nantucket shoals, and House bill 3188 for Hen and Chicken light-ship. Each is a necessary and long-needed aid to navigation.

Yours, truly,

R. R. FREEMAN.

Hon. WM. S. GREENE, Washington, D. C.

BOSTON, February 10, 1906.

DEAR SIR: We note with satisfaction the fact that House bills Nos. 3187, 3188, and 8443, introduced by Congressman Greene, providing for new light-ships on Hedge Fence shoal, Hen and Chickens and Nantucket shoals have been favorably reported by the Senate committee.

The importance of these measures to the maritime interests of New England can not be overestimated, and we trust that you will spare no effort to secure the final passage of these bills.

Yours, very truly,

BOSTON TOW BOAT CO.,  
ALFRED WINSOR, *President*.  
BOSTON AND PHILADELPHIA S. S. CO.,  
ALFRED WINSOR, *President*.

Mr. D. D. MORSE,  
*Secretary Boston Chamber of Commerce, Boston, Mass.*

BOSTON CHAMBER OF COMMERCE.  
Boston, Mass., February 10, 1906.

DEAR MR. GREENE: I am sending you with this letters from the Philadelphia Steamship Company, Boston Towboat Company, and Mr. William F. Palmer, managing owner of the Palmer fleet. I have been unable to get a letter from Mr. Austin, of the Eastern Steamship Company, owing to his absence from the city. He is expected to return on Monday, and if you feel that a letter from him would still be desirable will you be good enough to telegraph me Monday morning; I will try and secure a letter from him to be forwarded to you Monday night.

I think, however, that the letters already sent you will give you a pretty strong backing. Of course it is unnecessary for me to repeat the assurance that you have the cordial support of the chamber of commerce in these matters.

Yours, very truly,

DANIEL D. MORSS,  
*Secretary*.

Hon. W. S. GREENE,  
*House of Representatives, Washington, D. C.*

BOSTON, February 6, 1906.

DEAR SIR: Many of the masters of sailing vessels of large capacity in which we are part owners have called attention to the great need of a light-ship to be stationed at Hedge Fence shoal, and new light-ships to be placed on the stations at Hen and Chickens and Nantucket shoals, and wish that you would urge action on the above on the proper Representatives in Congress having charge of such matters.

Yours, truly,

JAMES BLISS & Co.

Mr. D. D. MORSS,  
- *Secretary, Boston Chamber of Commerce, Boston.*



COASTWISE TRANSPORTATION COMPANY,  
*Boston, Mass., February 9, 1906.*

MY DEAR SIR: In regard to the bill presented by you for light-ships at Hens and Chickens, entrance of Buzzards Bay—one at Hedge Fence shoal, Vineyard Sound, and one for Nantucket shoals—I would say that in regard to the Hens and Chickens light-ship that a new ship is needed, as the one there is an old, antique ship, and I can hardly understand how this vessel stands the severe storms that we have. The one for Hedge Fence shoal, Vineyard Sound, is also very much needed, and I have advocated this for a long time, as there is no guide for vessels after leaving Vineyard Haven, and this long shoal on one side and Squash Meadows on the south side make it very dangerous for vessels passing, and there is no place on the Atlantic coast or inland waters that needs a light-ship as badly as Hedge Fence shoal, Vineyard Sound.

I also think that a new light-ship for Nantucket shoals is needed, as this ship is exposed to all the elements, and a first-class ship equipped with all modern appliances should be built for this station.

Wishing you every success, and trusting that appropriations for these ships will be made at the present Congress, I am,

Yours, very truly,

COASTWISE TRANSPORTATION COMPANY.  
 Per J. G. CROWLEY,  
*General Manager and Treasurer.*

HON. WILLIAM S. GREENE,  
*House of Representatives,*  
*Washington, D. C.*

*Vessels.*—Schooner *Thomas W. Lawson*, Capt. Arthur L. Crowley; schooner *William L. Douglas*, Capt. Murdoch McLean; schooner *George W. Wells*, Capt. Emmons W. Babbitt; schooner *Samuel J. Goucher*, Capt. Elmer E. Crowley; schooner *Helen J. Seitz*, Capt. A. M. Carter; schooner *T. Charlton Henry*, Capt. F. P. Sanford; schooner *Van Allens Boughton*, Capt. William H. Haskell; schooner *Margaret Haskell*, Capt. Charles F. Hart; schooner *Henry W. Cramp*, Capt. Eugene S. McKown; schooner *Sagamore*, Capt. Bowman C. Trefry; schooner *Mount Hope*, Capt. Henry W. Babbitt; schooner *J. C. Strawbridge*, Capt. Jos. M. Coombs.

[William F. Palmer. Cable address, "Palmyra," Boston. Western Union code. 27 Hartford street, Dorchester. (P. O. address, Upham's Corner Sta.)]

BOSTON, MASS., February 9, 1906.

DEAR SIR: I am heartily in favor of the bills introduced in Congress by Congressman Green, with reference to the Hen and Chickens light-ship and the new light-ship on Hedge Fence Shoal. I do not have before me the numbers of these bills, so as to make title reference to them, but the above description will probably be adequate.

Very truly, yours,

WM. F. PALMER.

MR. DANIEL MORSS,  
*Boston Chamber of Commerce, Boston, Mass.*

[John S. Emery & Co. (Incorporated), Ship Brokers and Commission Merchants, 114 State street.]

BOSTON, February 9, 1906.

DEAR SIR: We strongly urge the passage of House bills 3187, 3188, and 8443, to place a light-ship on Hedge Fence Shoal, to place a new light-ship at the entrance to Buzzards Bay, and to establish a light-vessel off Nantucket Shoals. We have the unanimous opinion of over 25 active shipmasters that these bills provide for very necessary aids to navigation and would greatly improve the light service, the light-ship on Hedge Fence Shoal being most seriously needed, and desired by every captain sailing in said waters.

We sincerely hope you will use your influence to pass the bills to protect and enlighten our merchant marine.

Yours, very truly,

JOHN S. EMERY & Co., INC.,  
 W. H. RANDALL, *Secretary.*

HON. WM. S. GREENE,  
*Washington, D. C.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
HOUSE OF REPRESENTATIVES,  
*Tuesday, March 20, 1906.*

**STATEMENTS OF LIEUT. COL. DANIEL W. C. LOCKWOOD, ENGINEER  
AND SECRETARY OF THE LIGHT-HOUSE BOARD, AND CAPT.  
URIEL SEBREE, NAVAL SECRETARY.**

ROBINSON POINT.

The CHAIRMAN. We have five or six bills before us, and there are several Senate bills in reference to light-houses which we will consider this morning. The first one to which attention will be directed is No. 16. It has been before the Board for a number of years. Is that important?

Lieutenant-Colonel Lockwood. All of those are important.

Mr. WANGER. What about the limit of cost?

Colonel Lockwood. That was brought up a year ago, and I should say it should be increased about 30 per cent.

The CHAIRMAN. What kind of a house do you intend to build?

Colonel Lockwood. That is a house for a number of people, not a single family.

Mr. CUSHMAN. It is for two keepers.

Mr. STEVENS. Two houses or a double house?

Colonel Lockwood. A double house.

Captain SEBREE. The old house was built before. Now it will have to be a house for two keepers.

The CHAIRMAN. You think it will have to be increased 30 per cent?

Colonel Lockwood. This is a small house. It was built first for one keeper, and then we had to put a fog signal there, and we were required to have two keepers. The fog sometimes lasts a whole day. We want a house for two keepers; but they have been living that way, and I suppose could continue to live that way longer.

CAPE MENDOCINO.

Mr. MANN. Last year you were here advocating a house for Cape Mendocino, and asked \$5,000.

Colonel Lockwood. I am still of the same opinion.

Mr. MANN. Is that the estimate now?

Colonel Lockwood. A house could be built at Point of Rocks cheaper than at Cape Mendocino. At the other place it would cost more to build because the workmen would have to be sent there. It would cost more at Cape Mendocino.

Mr. MANN. Last year you estimated you could put up a house at Cape Mendocino for \$5,000.

Colonel Lockwood. We could put it up for \$5,000 if we can not get more.

The CHAIRMAN. You gentlemen are getting a reputation of getting all you can out of Congress, and it makes us a little suspicious of your estimates. If you can do it for \$5,000, why not say so?

Colonel Lockwood. We can build a house for that.

The CHAIRMAN. Will it answer the purpose?

Colonel Lockwood. Probably.

## ROBINSON POINT.

Mr. CUSHMAN. Senate bill 929 is absolutely identical with House bill 63, and the Senate bill passed the Senate January 30, 1906, for \$5,000.

Mr. STEVENS. What we want to know is, can we not have the kind of building that is most economical under all the circumstances? The Government ought not to be compelled to construct a new house every twenty-five years. They ought to be constructed to last one hundred years.

Colonel LOCKWOOD. We can not do that with wood.

Mr. STEVENS. You can do that any place in this country.

Colonel LOCKWOOD. I do not think we can construct a house in that damp climate that can be expected to last more than twenty-five or thirty years.

Mr. RICHARDSON. How many rooms?

Colonel LOCKWOOD. Probably five for each family. I can not tell exactly. The necessity for this double house is not only on account of the age of the old buildings, but the number of keepers has doubled.

Mr. RICHARDSON. You mean that you are going to build double dwellings for \$5,000, or that much for each one?

Colonel LOCKWOOD. That much for one.

Mr. TOWNSEND. Can not you use the old buildings for anything now?

Colonel LOCKWOOD. Yes. Wherever it is possible we work them in; but frequently they are of such character that it is not worth while.

Mr. TOWNSEND. I think the principal reason for this appropriation was because you wanted double dwellings.

Colonel LOCKWOOD. We make use of them when we can; there is no question about that.

Mr. MANN. How many dwellings have you recommended this year?

Colonel LOCKWOOD. I could not tell without going over the annual report. Dwellings have been recommended in that district for the last eight or ten years.

Mr. MANN. A considerable number have been recommended this year?

Colonel LOCKWOOD. Yes, sir.

Mr. MANN. Which is the most important?

Colonel LOCKWOOD. This is very important. I can not differentiate and say which is the most important.

The CHAIRMAN. They are all important?

Colonel LOCKWOOD. Yes, sir.

Mr. CUSHMAN. Wherever you have a light keeper you must have a place for him to live.

Colonel LOCKWOOD. Yes, sir.

Mr. MANN. It is not essential that a place should be provided for him to live in.

Colonel LOCKWOOD. In nearly every instance it is the case.

Mr. MANN. There is no special occasion for it.

Colonel LOCKWOOD. We increase their pay when no dwelling is furnished.

Mr. MANN. It might be much better to increase their pay. They might all want dwellings if it was more than the amount of the increased pay.

Colonel LOCKWOOD. The Board wants them near the light so they can watch the light all the time.

Mr. MANN. There are two sets of light-house keepers, and it is very doubtful whether the Government ought to enter upon the plan at this time of building dwellings for all. We will have difficulty in getting a bill passed covering all.

Mr. CUSHMAN. This is a small item, and I am familiar with it. This is far removed from any other dwelling.

#### EDIZ HOOK.

The CHAIRMAN. What about bill No. 66, establishing a fog signal at Ediz Hook light-house?

Colonel LOCKWOOD. That is one of the most important stations on Puget Sound.

Mr. CUSHMAN. That is identical with Senate bill No. 927, which passed the Senate February 1.

Mr. MANN. I think this was not one of those included in the general bill reported last year when we endeavored to take those light-houses which were the most important. What is the importance of this?

Colonel LOCKWOOD. I consider this one of the most important on Puget Sound. It is the most important station on the sound.

Mr. CUSHMAN. I will say to Mr. Mann that this particular station is at the principal entrance of the Straits of Juan de Fuca, and all the shipping going into Puget Sound goes past this light. There is an old fog signal there.

Mr. MANN. We reported a bill carrying \$1,000,000, but did not get it passed, probably because it carried so much. If you load down this bill, it may not pass.

Mr. CUSHMAN. There are three or four small items for Puget Sound, aggregating in all about \$55,000, which covers the important points on Puget Sound.

Mr. MANN. I think the committee wants to know the necessity for this.

#### AMBROSE LIGHT, NEW YORK BAY.

Mr. BARTLETT. Mr. Van Winkle, of New Jersey, desires to be heard on bill 16127, if it be agreeable to the committee.

Captain SEBREE. That is on New York Bay. The amount is \$75,000. It is on New York Bay about a mile and a half up the bay from Staten Island. They have dredged in there. There are quite a number of petitions presented for this. The Light-House Board recommended it.

Mr. STEVENS. How strongly?

Captain SEBREE. Very strongly. I have a letter here from the Department covering it.

The letter was inserted, as follows:

UNITED HARBOR No. 1.  
AMERICAN ASSOCIATION OF MASTERS AND PILOTS OF STEAM VESSELS,  
*New York, March 17, 1906.*

To whom it may concern:

This association understands that there is a movement on foot in the shape of House bill 16127 for the erection and maintenance of a light-house to the entrance to Greenville channel, in the harbor of New York.

As practical masters and pilots of steam vessels in charge of all classes of vessels navigating these waters, we thoroughly approve and urge the passage of bill No. 16127, which we understand is now in the House.

[SEAL.]

LUTHER B. DOW,  
*General Manager.*

Mr. MANN. Where is that improvement?

Captain SEBREE. It is in New York Bay, on the New Jersey side.

Mr. MANN. Is that a relief to the channel?

Captain SEBREE. None at all. It is south of the Statue of Liberty.

Mr. STEVENS. What is the character of the commerce? Do not the Standard Oil boats go up there?

Captain SEBREE. It is used by the Standard Oil Company and the Pennsylvania Railroad Company.

Mr. MANN. Have you made all the improvements there in reference to a new channel?

Captain SEBREE. No; we are ready to talk on that. The only thing we want there is the money.

Mr. MANN. Is not that the most important improvement in New York?

Captain SEBREE. It is the most important in the United States. That is my individual opinion.

Mr. CUSHMAN. What is the name of that channel?

Captain SEBREE. The "Ambrose" channel. This particular light for Greenville has nothing to do with that. It is 4 or 5 miles away on the west side, toward New Jersey.

Mr. MANN. It is all in New York Bay?

Captain SEBREE. Yes, sir.

Mr. MANN. What is Ambrose channel to cost?

Captain SEBREE. We want \$360,000 for that channel, so that the largest steamers can come in night or day. It is being deepened 40 feet.

The CHAIRMAN. How near complete is that?

Colonel LOCKWOOD. The estimate of the Department is that it will be completed in two years.

The CHAIRMAN. You want all of that in two years from now?

Colonel LOCKWOOD. Yes, sir.

Mr. MANN. Was there not some provision in the sundry civil bill last year for that?

Colonel LOCKWOOD. Twenty-five thousand dollars were appropriated for that light at the turn, but by a recent investigation they changed that system so that that light-house will not be required.

Mr. MANN. You estimated last year it would take at least two and one-half years to complete that Ambrose channel light after authorization.

Colonel LOCKWOOD. Yes, sir; that has a submarine foundation.

Mr. MANN. That has not yet been authorized.

Colonel LOCKWOOD. It has been authorized, and \$25,000 have been appropriated for it, but the scheme of lighting that channel has been changed, doing away with this light-house.

Mr. MANN. How long will it take now to construct the necessary light-signal at this channel after authorization by Congress under the new plan?

Colonel LOCKWOOD. It would take fully a year and a half from the 30th of next June.

Mr. MANN. When will the channel be finished so it can be used by vessels?

Colonel LOCKWOOD. The last information we had, which was about the first of the year, was that it would be completed in two years more.

Mr. MANN. So that if an appropriation should be made for that now it would not finish the work in time for the use of the channel this year?

Colonel LOCKWOOD. No, sir.

Mr. MANN. What will it cost?

Colonel LOCKWOOD. Three hundred and sixty-six thousand dollars for everything, including light vessels, gas buoy, etc.

Mr. MANN. What was the cause of changing the plans?

Colonel LOCKWOOD. One reason was that the light I have referred to as having been authorized was near the edge of the channel, and in constructing it the foundation would have to be ripped up, and that would encroach on the channel and make it dangerous for large vessels to come in.

Captain SEBREE. It would decrease the width of the channel.

Mr. TOWNSEND. Do you make any investigation before making estimates?

Captain SEBREE. We have looked into it for two years, but we had no money to get up plans, so we got up a scheme for one light, and when we went into it further the point was brought up by the engineer, who was widening the channel, that if it was put there large steamers would not dare come within 300 feet of it, and that would mean practically to decrease the width of the channel by 300 feet. We have been working on that plan to do away with this light, and this new plan does not increase the total cost.

Colonel LOCKWOOD. It diminishes the cost \$50,000.

The CHAIRMAN. When you were here before you stated, on page 23 of the hearings, that the cost would be \$345,000, and that a change was necessitated at the rear end which would cost probably \$75,000, roughly speaking, making \$450,000 all together.

Colonel LOCKWOOD. That is correct. That is the idea we had in changing it. We have since investigated it, and we have a plan to put a light in not to cost so much by \$50,000, this light to be on Staten Island.

The CHAIRMAN. That would bring you back to the original estimate of \$345,000.

Colonel LOCKWOOD. Three hundred and sixty-six thousand dollars. We have been investigating and trying to get at some scheme to properly light that channel the best way possible. As a matter of fact we were not particular to get the lowest amount in money, but to get the best channel and the best scheme of lighting it. This report came from the officer who investigated it, and it was thought to be the best solution of it.

Mr. SHERMAN. This you still regard as the most essential harbor in the United States?

Colonel LOCKWOOD. I do. If we could only get one appropriation for new work for all the United States I should say that this was the most important. About four-fifths of the exports and imports come in there.

Mr. MANN. You are willing to authorize contracts for \$350,000, and they would not include the channel at Greenville, N. J.

Captain SEBREE. I would not. I am speaking personally.

Mr. MANN. You are speaking here officially.

Captain SEBREE. I speak as only one member of the Light-House Board.

Mr. WANGER. That is not part of the channel?

Captain SEBREE. It is not. It is entirely away from it as much as if it were in another harbor.

Mr. WANGER. It is an important matter for local shipping.

Captain SEBREE. Yes. I have a communication here on that subject.

The communication was inserted, as follows:

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, March 13, 1906.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

SIR: This Department has the honor to acknowledge the receipt of the committee's letter of March 7, 1906, inclosing for consideration and report thereon a copy of H. R. bill 16127, "To establish a light and fog signal in New York Bay at the entrance to the dredged channel at Greenville, N. J.," at a cost not to exceed \$75,000 in all.

In reply this Department begs to state that the docks in the vicinity of the channel dredged off Greenville, N. J., are used for the transfer of freight from New England and Long Island points. They are also used in the lighterage delivery for exporting steel products, the total movement now amounting to about 150 tows daily. A stake boat has been moored here by private parties to mark the entrance to the dredged cut, but it is stated that it is found to be difficult, if not almost impossible, to maintain it in position, and consequently it does not afford the desired protection. The amount named in the bill seems to be sufficient for the purpose indicated.

For these reasons the Light-House Board recommends, and in that recommendation this Department concurs, the passage of the bill in question.

Respectfully,

V. H. METCALF, *Secretary.*

Mr. STEVENS. Vessels would not go there as much nights as they would other places. It is only a dredged channel for certain products.

Captain SEBREE. I suppose they would run night and day. It is a dredged channel.

Mr. WANGER. It is used by lighters in transferring freight for New England?

Captain SEBREE. Yes, sir. This says 150 tows go in there daily.

**STATEMENT OF HON. MARSHALL VAN WINKLE.**

Mr. VAN WINKLE. Mr. Chairman and gentlemen of the committee, this bill, 16127, was introduced by me because the place in question is nearest my district. It is not in my district, because it is near the waters of the bay, but it is nearest to Bayonne, which is the nearest land. The bill was introduced at the request primarily of the shipping interests in Bayonne, where is located the terminal of the Pennsylvania Railroad Company. The amount of daily traffic, I am told, amounts to 150 tows. It is a daily average of 1,000 carloads. The terminal of the Pennsylvania Railroad at Bayonne is a place

where \$1,000,000 have been expended—\$1,000,000 is the correct amount.

The nearest light to the proposed light is at Robbins Reef, about a mile or so south. The point is in New York Bay. The Palisades, going north and south, dip into the waters of the bay, so that we have a rock ledge to the west and deep water to the east, generally speaking. This rock ledge is dangerous if you decide it is a part of New York Harbor, and we think it is. The railroad interest, I have frankly said, is the main interest concerned in the establishment of the light, but besides this interest there is a large traffic going through New York Harbor, consisting of towboats, besides the traffic of the Standard Oil Company and the Staten Island ferries, owned by the city of New York. These ferries transfer hundreds of thousands of people daily, and this proposed light would not be very far to the west of the line pursued by those boats, and it is no extravagance to say that in a fog one of those ferryboats might easily find itself on this rocky ledge. Through this ledge has been dredged Greenville channel, where the light is sought to be placed.

Mr. SHERMAN. Is it Government work?

Mr. VAN WINKLE. No; it is private work. I have here, besides written indorsements from the Secretary of Commerce and Labor, written indorsements from the superintendent of the municipal ferry, indorsements by the towboat companies, indorsements by the National Board of Steam Navigation in a formal resolution, indorsements by the executive committee of the New Jersey Board of Commissioners of Pilotage, and indorsements of the American Association of Masters and Pilots of Steam Vessels.

One of the best points made in these indorsements is that the establishment of this light would constitute a range which the Secretary of Commerce and Labor said would light the main shipping channel of New York Harbor. As I listen to the questions asked the officials it seems to me that this would constitute a part of the improvements of the main channel of New York Harbor to that extent.

I wish, if you please, the privilege of filing these written indorsements, and making them part of my remarks. As to the cost, I can not speak of that, but I apprehend that the amount named in the bill is sufficient or more than sufficient to erect the light. I can answer general questions of the configuration of the harbor.

Mr. BURKE. How far from the line traversed by the ferryboats is this light?

Mr. VAN WINKLE. The Staten Island ferryboats go close to the Statue of Liberty, but go west of it. They would come within a mile of this proposed site.

Captain SEBREE. Less than that.

Mr. VAN WINKLE. Then I am not overstating the truth if I say less than a mile.

Mr. STEVENS. How much traffic is there?

Mr. VAN WINKLE. A great deal. These new boats were built and the service increased because of the great bulk of the passenger traffic to the island. Many of the people living there go to New York every day.

Mr. TOWNSEND. Have they had any casualties?

Mr. VAN WINKLE. None recently.



Mr. TOWNSEND. Then, what is the crying need of it?

Mr. VAN WINKLE. I can not say that there is a crying demand for it.

Mr. BURKE. What would be the local interest?

Mr. VAN WINKLE. I have indorsements here which speak for nearly every character of traffic, and my own interests desire it.

Mr. STEVENS. What is the character of the traffic passing in and out of the channel?

Mr. VAN WINKLE. All the freight for New England and Long Island goes in and comes out there. It is now already the main eastern terminal of the Pennsylvania Railroad.

Mr. BURKE. The Pennsylvania Railroad dredged through this ledge?

Mr. VAN WINKLE. Yes; through solid rock.

Mr. STEVENS. How long is it?

Mr. VAN WINKLE. I do not know. It is deep enough for deep-draft vessels.

Mr. STEVENS. They are export steamers?

Mr. VAN WINKLE. Yes; I understand so.

Mr. BURKE. How much water is there?

Mr. VAN WINKLE. I do not know.

Mr. SHERMAN. Is it not true that large vessels carrying export steel products pass out through that channel?

Mr. VAN WINKLE. I understand that that is the case.

Mr. SHERMAN. It would be required for deep-draft vessels. The so-called "tramp" steamers go in and out there?

Mr. VAN WINKLE. I can not say exactly, as I am not informed as to that.

Mr. MANN. What do you mean by 150 tows a day?

Mr. VAN WINKLE. I am traveling by the record. From the indorsements given those are the figures.

Mr. STEVENS. They would be barges, I suppose?

Mr. VAN WINKLE. It says, "150 tows, 1,000 carloads."

Mr. MANN. It would naturally mean that many vessels towed by tugs?

Mr. VAN WINKLE. Yes, sir.

Mr. MANN. It would be a large number.

Mr. VAN WINKLE. It is a busy point.

Mr. BURKE. It would be tows of all kinds.

Mr. MANN. The record ought to show. A thousand carloads is a great deal.

Mr. VAN WINKLE. Those all enter the Greenville terminal of the Pennsylvania Railroad.

Mr. DAVEY. Is it not principally for their benefit?

Mr. VAN WINKLE. I do not think I can deny that. It is for the benefit of everyone who owns a boat and who wants to go in or out. Those corporations do not own all of the craft going in there.

Mr. STEVENS. Do not the Standard Oil export vessels use that channel?

Mr. VAN WINKLE. I understand that Robins Reef light serves them.

Mr. STEVENS. Do the tank steamers of the Standard Oil Company doing domestic coast trade come in there?

Mr. VAN WINKLE. I think they come in about a mile to the south of this proposed light.

Mr. STEVENS. It is confined practically to the vessels of the Pennsylvania Railroad which do an export and a New England trade?

Mr. VAN WINKLE. Yes, sir; but that is a narrow statement to make, for it is for the benefit of everyone.

Mr. BURKE. The Pennsylvania Railroad Company does not own the boats.

Mr. VAN WINKLE. No.

Mr. STEVENS. They own a great many barges?

Mr. VAN WINKLE. I believe so—engaged in the lighter service.

Mr. STEVENS. The bulk of the stuff is carried by barges?

Mr. VAN WINKLE. I do not know about that.

Mr. MANN. Is Bayonne the terminal for a pipe line?

Mr. VAN WINKLE. The terminal of the pipe line is to the south about a mile, where the Standard Oil Company's tanks are.

Mr. MANN. Do they make use of this channel?

Mr. VAN WINKLE. I think not.

Mr. MANN. How do they get their stuff out?

Mr. VAN WINKLE. They make use of the Standard Oil channel.

Mr. CUSHMAN. That is to the south.

Mr. VAN WINKLE. I am a little sorry I did not know that I was to appear this morning. My general knowledge of that channel to the south, called the "Standard Oil channel," is that it is one used by all the tank steamers leaving the terminal of the Standard Oil Company in Bayonne. They would not use this place.

Mr. BURKE. Have they a light?

Mr. VAN WINKLE. Yes, sir.

Mr. MANN. There is a light there?

Mr. VAN WINKLE. There is a temporary signal there.

Mr. MANN. Is it not a fact that a light is maintained there by the Pennsylvania Railroad?

Mr. VAN WINKLE. I think so. I want it understood that I introduced and advocate this bill under the impression that it is a benefit to the traffic in New York Bay, and if that is not found to be true you need not pass it.

Mr. MANN. If only a certain sum of \$350,000 was to be appropriated, would you favor the Ambrose channel or this light?

Mr. VAN WINKLE. I do not know very much about the Ambrose channel. I do not know the ramifications of the bay sufficiently well to enable me to answer a question like that. It is really within the police limits of New York City. New York City has police jurisdiction up to the shore. I would be pleased to appear later if the committee desire to have me answer any further questions.

Mr. Van Winkle submitted the following papers:

The use of the dredged channel established from the main ship canal, New York Bay, to the docks of the Pennsylvania Railroad Company at Greenville by steamships and sailing vessels loading export freight, also in the movement by tugboats of lighterage freight, and in the transfer between the New York, New Haven and Hartford Railroad and the Long Island Railroad by car floats, amounting to a daily average of a thousand carloads, or 150 tows, makes it highly desirable that the entrance thereto should be marked by a fixed light and fog signal. This would further constitute a range on the westerly side of the main ship channel of New York Harbor, and we desire to express our approval of bill H. R. 16127, providing therefor.

JOHN F. AMBROSE,  
*Superintendent of Municipal Ferry.*

The use of the dredged channel established from the main ship canal, New York Bay, to the docks of the Pennsylvania Railroad Company at Greenville by steamships and sailing vessels loading export freight, also in the movement by tugboats of lighterage freight, and in the transfer between the New York, New Haven and Hartford Railroad and the Long Island Railroad by car floats, amounting to a daily average of a thousand carloads, or 150 tows, makes it highly desirable that the entrance thereto should be marked by a fixed light and fog signal. This would further constitute a range on the westerly side of the main ship channel of New York Harbor, and we desire to express our approval of bill H. R. 16127, providing therefor.

N. Y. HARBOR TOWBOAT CO.,  
EDWIN M. MILLARD, *Secretary*.  
C. E. EVARTS & Co.,  
GUS. KNIPPLEN, *Agent*.

*Be it resolved*, That the National Board of Steam Navigation strongly approves and respectfully urges the passage of House bill No. 16127 for the erection and maintenance of a light-house at the entrance to Greenville channel, in the harbor of New York. It is not only needed as a mark or guide in the use of such channel, through which passes a large volume of commerce, but will be a much required aid to safe navigation of vessels and tows entering or leaving the harbor of New York and in the avoidance of the adjacent dangerous shoals of "Oyster Island," which is covered by shoal water and on which many vessels have been stranded and wrecked.

*Be it further resolved*, That the secretary forward a copy of this resolution to the chairman of the Senate and House committees to which such bill is referred.

Adopted.

HENRY L. JOYCE, *Secretary*.

NEW YORK, March 15, 1906.

The use of the dredged channel established from the main ship canal, New York Bay, to the docks of the Pennsylvania Railroad Company, at Greenville, by steamships and sailing vessels loading export freight, also in the movement by tugboats of lighterage freight and in the transfer between the New York, New Haven and Hartford Railroad and the Long Island Railroad by car floats, amounting to a daily average of a thousand carloads, or 150 tows, makes it highly desirable that the entrance thereto should be marked by a fixed light and fog signal. This would further constitute a range on the westerly side of the main ship channel of New York Harbor, and we desire to express our approval of bill H. R. 16127 providing therefor.

C. B. PARSONS,  
JOHN R. DEWAR,  
D. C. CHASE,

*Executive Committee, New Jersey Board of Commissioners of Pilotage.*

SHEBOYGAN.

THE CHAIRMAN. We will next take up bill 3095. Colonel Lockwood filed a report on that Sheboygan light-house keeper's dwelling. Is that important, and what have you there now?

Colonel LOCKWOOD. It is important. We have none for this locality. The old light was on the bluffs and was abandoned. The new light is on the pierhead.

THE CHAIRMAN. How far apart are they?

Colonel LOCKWOOD. I could not say, but too far apart for a keeper to live up there and attend to the light.

Mr. ESCH. I understand you have purchased a site for the light-house pier.

Colonel LOCKWOOD. Yes; right near the pier.

Mr. ESCH. The present dwelling is out of sight of the light-house.

Colonel LOCKWOOD. It is up where the old light was.

Mr. ESCH. The new light is on the end of the pier.

Colonel LOCKWOOD. The old keeper's dwelling is practically of no use for this site.

Mr. WANGER. What would be the cost of that new site? What is the estimate now?

Colonel LOCKWOOD. There are three families, and it would be about \$6,000 for a site for a dwelling for three families.

Mr. RYAN. I do not think you could get it built for that.

Colonel LOCKWOOD. These keepers have families.

#### MILWAUKEE LIGHT.

Mr. MANN. Which is the more important, the light keeper's dwelling at Sheboygan or the light at Milwaukee?

Colonel LOCKWOOD. The light at Milwaukee; there is no question about that. The Milwaukee breakwater is a light-house that looks after vast interests and a great number of people, while this is for the accommodation of only three families and can be provided for elsewhere. There is one point in connection with that which came up a short time ago, during the recent heavy storms on Lake Michigan, when a great many of the temporary lights in the vicinity of Milwaukee were carried away. This light-house at Milwaukee should be a permanent structure in every sense of the word.

Mr. ESCH. Is that included in the bill for a third-class light, \$100,000, which you testified to the other day?

Colonel LOCKWOOD. I spoke to the committee about that breakwater light. It is the same. It is on the big breakwater outside.

Mr. STEVENS. It is used by traffic all the time, day and night.

Colonel LOCKWOOD. It is.

Mr. ESCH. This harbor has traffic throughout the year?

Colonel LOCKWOOD. Yes. You have winter ferriage with Grand Haven and Muskegon.

Mr. ESCH. It is one of the most important points for commerce.

Colonel LOCKWOOD. Sheboygan is a winter harbor.

Mr. BURKE. What will the new site cost?

Colonel LOCKWOOD. I do not know; it is out over the pierhead.

Mr. ESCH. He means at Sheboygan.

Colonel LOCKWOOD. I could not exactly tell that.

Mr. ESCH. I think the member from that district said it could be had for about \$1,000.

Colonel LOCKWOOD. He spoke to me about that.

Mr. TOWNSEND. What kind of an investigation do you make to enable you to get at the cost of these different matters? The reason I ask this is because I understand that last year in the matter of the New York Harbor you made a recommendation and then revised it this year as not being practicable.

Colonel LOCKWOOD. Yes.

Mr. TOWNSEND. How do you know you are right this year?

Colonel LOCKWOOD. Well, in the first place, there are two officers in charge of that district, Mackenzie and Rossell, of the Army Engineer

Corps. The present scheme was gotten up four or five years ago and has been under discussion ever since. It has never been satisfactory. The final report on this matter came in on Saturday. There is no light-house in the water now, and they established a range that can be used by vessels at all times. One of the most complicated problems I have had since I have had anything to do with it was to get this range for vessels so that they could come alongside of each other and get light, and a front and rear range would have to be visible at all times.

Mr. RICHARDSON. This report does away with the present light-house?

Colonel LOCKWOOD. No, sir. It is not to build a new light-house in the water.

Mr. TOWNSEND. First you must determine that there is a necessity for a light-house.

Colonel LOCKWOOD. Yes.

Mr. TOWNSEND. And then get the figures.

Colonel LOCKWOOD. This was estimated for.

Mr. TOWNSEND. Look it up and give us the information.

Colonel LOCKWOOD. Yes; if I had the records I could determine what the site would cost.

Mr. RICHARDSON. You think you want the dwelling near the light-house? Where is it now?

Colonel LOCKWOOD. It is in town, over a mile away.

Mr. RICHARDSON. Why was it built there?

Colonel LOCKWOOD. That was the old Sheboygan coast light. That at present marks the harbor and acts as a coast light at the same time.

Mr. MANN. Where you have two or three keepers, what is the object in having the light there? They are not on duty at the same time.

Colonel LOCKWOOD. We have that at the end of the pier as a matter of convenience.

Mr. RICHARDSON. As a matter of fact, you have different men on duty at different times, and what difference does it make whether they are a mile from town?

Mr. RYAN. Suppose a man is injured?

Captain SEBREE. It is very much better to have a man at the light. If he has got to go a mile away after he stands watch, in case a fog should come up he would have to be present to start the fires or he would have to be called by telephone half a mile away. You can take much better care of the light and hold the service up when the men are near. They say they can call the relief, but the relief does not get there.

Mr. MANN. If a fog comes up and one keeper is on duty you get one out of bed and call for a watch.

Colonel LOCKWOOD. We call him out of bed. He has to look out for the fog signal.

Mr. MANN. Suppose there are only two?

Colonel LOCKWOOD. That would be a smaller light, so that the same man on watch would start the fog signal and run until his watch was out, or keep on until daylight or until the fog blows away, whether one or fifty hours.

Mr. MANN. Do you run three keepers for eight hours on each watch?

Colonel LOCKWOOD. Generally eight hours. One man will go down until 12 o'clock and another will go until sunrise. The next night one man will get all night in.

Mr. MANN. In case of emergency you call a man.

Colonel LOCKWOOD. Yes; if he is off watch. At the larger lights where we have a fog signal we have two men to watch.

Mr. RICHARDSON. One man goes off at 12 o'clock and goes to bed?

Colonel LOCKWOOD. Yes.

#### POINT CABRILLO, CALIFORNIA.

The CHAIRMAN. Senate bill 2279 for a fog-signal station at Point Cabrillo.

Captain SEBREE. Point Arena is the nearest light to Cape Mendocino, probably 150 miles away. Between those points there is no light. This is a point where we feel it is important there should be a light. It has been recommended for a number of years. I have been by there a number of times, and on one occasion we came very near running ashore. If we had a fog signal there would not be any danger.

Mr. STEVENS. What kind of traffic passes there?

Colonel LOCKWOOD. Nearly all the boats running up from San Francisco to Puget Sound.

Mr. STEVENS. How near are they obliged to go?

Colonel LOCKWOOD. They are not obliged to go near, but without a chart before me I should say roughly that the regular course of steamers to Puget Sound would be 4 or 5 miles out.

Mr. STEVENS. Is there any local traffic there?

Colonel LOCKWOOD. Yes; vessels going to Little River. A railroad is being built up there. It has been without a light all these years and can do without it longer, but it is desirable.

Mr. MANN. Which is the more important, that or the fog signal at Humboldt Bay?

Colonel LOCKWOOD. The fog signal at Humboldt Bay if we can not get both.

#### STATEMENT OF MR. DUNCAN E. M'KINLAY, OF CALIFORNIA.

Mr. McKINLAY. Mr. Chairman, I am familiar with this particular part of the California coast. I have traveled up and down there for a great many years. Between these two lights the coast of California sweeps in. There is a rich section there, a great timber district. It is 50 miles from the coast. There is no railroad, except one logging railroad running toward the interior. The coast is lined with towns and villages. There are a half dozen light-houses, such as Point Arena, Little River, Big River, Fort Bragg, Westfort, and Mendocino City, with perhaps 2,500 inhabitants. Passengers are compelled to go to San Francisco by water. The country is thoroughly settled. They get out by sailing steamers. I myself have been caught up there and had to wait for a fog to lift. Vessels have been wrecked all along that coast, and the people have been asking for light. It is a question of safety of life and property. Lumber mills extend up and down the coast, employing 300 or 400 men. It is a great dairy country, and they ship dairy products. It has big wool and cattle interests. It is sim-

ply an outlet for a rich country. There is no railroad nearer than 40 miles, except one little road, and for this reason it is of great importance to the people of California. Every year lives and property have been lost along the coast and smaller vessels have been wrecked.

Mr. MANN. How many lights do you think you ought to have?

Mr. McKINLAY. There ought to be more than one, but one would be better than none at all. This light is in front of a town of 2,000 inhabitants. I have been over the ground. It is the most prominent point for 50 miles each side.

Mr. MANN. How near do those vessels go to the shore?

Mr. McKINLAY. I have been on them when they would go 50 or 100 yards from the coast. The water is quite deep.

Mr. MANN. What size steamers?

Mr. McKINLAY. They are steam barges. They have to go in through the points and rocks and work their way in. There are, perhaps, up and down the coast, 20 wharves.

Mr. MANN. Do they move in the night?

Mr. McKINLAY. They move in the daytime. Sometimes these little entrances of the harbors have gulleys which carry the water down to the opening where the wharf will be.

#### BOUTON POINT, NEW YORK.

The CHAIRMAN. The next item is bill No. 16242, Bouton Point.

Colonel LOCKWOOD. There is a light-house now to the north of this point that has served for an entrance to Lloyds Harbor, and south of Huntington Harbor, unguarded except by a buoy.

Mr. RICHARDSON. What is the use of this one?

Colonel LOCKWOOD. The one proposed will serve for two harbors, and this other one only serves Lloyds Harbor.

Mr. STEVENS. How far apart are they?

Colonel LOCKWOOD. I can not tell.

The CHAIRMAN. Do you regard that as important?

Colonel LOCKWOOD. That is for the safety of commerce in that locality.

Mr. STEVENS. How much commerce is there there?

Colonel LOCKWOOD. In the summer time all those harbors along Long Island coast are frequented by passenger boats carrying a great number of people.

Mr. STEVENS. Barges would not need this light?

Colonel LOCKWOOD. There is a light there now, but these three harbors are near each other, and one light will answer for both if they are properly located; and the point is to give steamers light to Huntington Harbor.

Mr. RICHARDSON. Would it be economy to retain all or to get one that costs less?

Colonel LOCKWOOD. There has got to be one substantial light on that sand spit.

The CHAIRMAN. Have you authority there to sell land if we authorize the old harbor light to be removed?

Colonel LOCKWOOD. We can sell or lease. The law gives that permission to the Secretary of Commerce and Labor. He can sell or lease property not required.

The CHAIRMAN. Would that property probably be salable.

Colonel LOCKWOOD. I think so.

The CHAIRMAN. Is it of any value?

Colonel LOCKWOOD. I could not tell whether that point is of any value to anyone but the Light-House Service.

Mr. RICHARDSON. When was this light erected at Lloyds Harbor?

Colonel LOCKWOOD. I could not say. It has been there a good many years.

Captain SEBREE. Probably forty years.

Mr. WANGER. Are there any settlements on Hudson Bay?

Colonel LOCKWOOD. It is thickly settled and full of villages.

Mr. WANGER. There are high bluffs and no landing places?

Colonel LOCKWOOD. I have not been in there.

#### MENOMINEE, MICH.

The CHAIRMAN. Bill No. 16555, to authorize a light-house keeper's dwelling at Menominee Harbor, Michigan.

Mr. MANN. Which is the more important, the light and fog signal on Rock of Ages, Michigan, or this light-house at Menominee?

Colonel LOCKWOOD. The one at Rock of Ages.

The CHAIRMAN. Is there any keeper's dwelling at this point?

Colonel LOCKWOOD. This is a case something like that of Cheboygan with regard to location. The light at Menominee is on the pier-head, and it is proposed to establish a keeper's dwelling on shore at the end of the pier so as to be convenient to the light.

The CHAIRMAN. When was this house built there?

Colonel LOCKWOOD. I do not know.

Mr. RYAN. The Government owns the site?

Colonel LOCKWOOD. My impression is that by some arrangement we got the site from the Life-Saving Service.

#### DELAWARE BAY.

The CHAIRMAN. Bill No. 16800 to establish additional aids to navigation in Delaware Bay and River.

Mr. WANGER. This bill is part of the one upon which you expressed your opinion.

Colonel LOCKWOOD. There is one general bill. We put Horseshoe Shoals first.

Mr. MANN. Last year your first item was a light at Goose Island. Has that been constructed?

Colonel LOCKWOOD. We have got the money.

Mr. MANN. Was not that in the last sundry civil bill?

Colonel LOCKWOOD. Yes, sir.

Mr. MANN. You had Horseshoe Shoals second; you had them classified in that way to the number of nine. Have any been provided for except Goose Island?

Colonel LOCKWOOD. That is all.

The CHAIRMAN. These ranges amount to \$466,000?

Colonel LOCKWOOD. Yes, sir.

Mr. MANN. Has any change been made in the cost of building them? You have got several other things.

Colonel LOCKWOOD. These things were put in to take the place of two other ranges.

Mr. MANN. To take the place of Old Mans Point and Martins Hook.



Colonel LOCKWOOD. The other two ranges which they displaced were put in to mark the channel east of an island down there.

Mr. MANN. We had an estimate last year for Old Mans Range light for \$40,000, and Martins Hook for \$70,000.

Colonel LOCKWOOD. Yes.

Mr. MANN. Do I understand that this range at Cherry Island takes the place of those two of last year?

Colonel LOCKWOOD. Yes, sir. There is a communication to the committee with regard to that case.

Mr. WANGER. Is that a very recent communication?

Colonel LOCKWOOD. That has come in since the 1st of January.

Mr. MANN. I see this does not carry Edmore light-house, or is it essential?

Colonel LOCKWOOD. They have been in so long that I suppose they have been dropped out.

Mr. WANGER. Will you let us have the communication on bill No. 14522? I had a letter from the secretary of the Maritime Exchange of Philadelphia, with reference to this bill, in which it is stated that it is in accord with their views on this subject. The pilots' association also advocate this bill.

The CHAIRMAN. Have you any statistics in regard to the loss of vessels all along this route?

Colonel LOCKWOOD. No, sir.

The CHAIRMAN. Have there been any?

Colonel LOCKWOOD. Cases of grounding occur all the time, and losses have occurred.

The CHAIRMAN. No vessel has been cast away?

Colonel LOCKWOOD. No, sir. I think that the deeper draft vessels rarely use the channel at night on account of the fact that pilots claim that it is not sufficiently lighted.

Mr. MANN. You consider this is important for the light-house standard?

Colonel LOCKWOOD. Yes, sir. It is a matter that has been given special prominence for the last four or five years.

Mr. MANN. You must remember that the recommendations of the Light-House Board probably call for an expenditure of fifteen or twenty millions of dollars, and that you are not going to get more than one and one-half million dollars, and I would suggest that it is quite important for us to know the relative importance of these recommendations, and we want to be guided by suggestions as to the relative importance of the various items.

Colonel LOCKWOOD. I see they are arranged here with regard to the commerce of the great cities and harbors.

Mr. MANN. There will be a meeting later of the subcommittee to continue this selection. With this suggestion in mind, that you will probably not get more than 10 per cent of your recommendations, I think it would be well to re-form them so that the important ones will come within that probable authorization. I move that the Light-House Board be requested to re-form its recommendations to an amount not to exceed \$2,000,000 in toto.

The CHAIRMAN. It is moved that the Light-House Board be requested to revise its recommendations so as to cover \$2,000,000, and to make their recommendations in the order of their importance.

Without objection, it will be considered as carried.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*March 22, 1906.*

The subcommittee, having under consideration the subject of light-houses, met at 10 o'clock a. m., Hon. James R. Mann in the chair.

**STATEMENT OF HON. W. S. GREENE.**

**BUZZARDS BAY.**

Mr. GREENE. Mr. Chairman and gentlemen of the committee, the matter about which I wish to speak is H. R. 3787, in reference to a light at Buzzards Bay. The occasion for that is this: The light vessels have been established there for all of forty years, and they are out of date. It is not sufficient to indicate a shoal. There has been a line of steamers established there within the last year between New York and New Bedford. The steamers are such as are now running to Fall River; they are fine boats, carrying large numbers of passengers and large amounts of freight. The captains are unable to distinguish the light at Hen and Chickens Shoal. I have applied for a steam fog signal to be placed there. The place is not strong enough now to enable them to put a steam fog signal there. It has been there for forty years, and it has been used up. It is not suitable for the purpose, but it answers better than nothing for the present. We need a new one there. The Light-House Board has recommended that for years, and the captains commanding vessels say that it is very much needed. I do not know that I can say anything more.

Mr. MANN. You ask for a light-ship?

Mr. GREENE. Yes, sir.

Mr. MANN. Which is the more important of the two?

Mr. GREENE. They are both in my district; the one is called for by the people of my district, and the other one is called for by the needs of the general commerce of the country. This one is more generally called for by the people of my district.

Mr. ADAMSON. You think the commerce of the country is more important than the commerce of your district?

Mr. GREENE. I do. I think both are needed. They have been talked about for a number of years, and I wanted to get on record by saying that both are needed.

**HEDGE FENCE SHOAL.**

The next one is Hedge Fence Shoal. That is called for by all the commerce of this country. They have letters and letters filed on the subject with this committee and with the Light-House Board, and petition after petition. During the past two weeks many vessels have gone on these shoals. That is very much needed and is called for by the Boston Chamber of Commerce. There have been, since 1880, 60 wrecks on that shoal, and since that time there have been over a thousand wrecks there. More vessels pass through that sound than pass through any water in the United States—between Boston and New York and the North and the South—and it is a case where it is very much needed indeed. I will file some other letters and papers which I have in my office, which will give you an idea of the great

need for both of those. When I appeared before I asked for a light at Nantucket Island south of the shoal.

Mr. MANN. You have three propositions.

Mr. GREENE. Yes. One has already been allowed by this committee. Captain Sebree said, and I agree with him, that this is the most important one that we have, and it was at Nantucket Shoal the light-ship vessel was sunk. Another vessel was brought to take its place. It is a great depot for all foreign vessels.

Mr. ADAMSON. You must remember that there are 385 members of the House, most of whom have bills of this kind.

Mr. GREENE. There are not 385 members having such important bills as these. That is the most dangerous coast in the country, and I only ask for what ought to be given, and when we see money expended for various things I think that it should be given here, where it is so badly needed. I have been calling for these for several years.

Mr. MANN. We reported favorably upon this last year.

Mr. GREENE. The Senate has already passed upon three bills, although they did not give enough money in two of the bills.

Mr. RYAN. What is this called at Nantucket?

Mr. GREENE. The north one is called Hen and Chickens Shoal, and the south shoal is called Hedge Fence. I am not appealing for it because it serves my own district. If it was in any other district it would be the same.

Mr. ADAMSON. You do not feel called upon to refuse it simply because it happens to be in your district?

Mr. GREENE. No, sir; it is on account of the location of my district. I think Captain Sebree will agree with me.

#### **. STATEMENT OF HON. C. L. KNAPP.**

##### **SIX-TOWN POINT.**

Mr. KNAPP. Mr. Chairman and gentlemen of the committee, the bill about which I wish to speak is H. R. 7030. It is identical with bill H. R. 10773 of the last Congress.

Mr. MANN. We did not report that item in our general bill of last year.

Mr. KNAPP. No, sir; the report was made by Mr. Sherman. The document was submitted to the Board, and it is regarded as very important. I also have a letter about it.

Mr. MANN. We have those documents?

Mr. KNAPP. It was favorably reported last year. I have introduced another bill, H. R. 12463, for the erection of a light at a point on Lake Ontario. The point is called Six-Town Point and is about 25 miles from the foot of the lake. I have here an article published showing the accident which occurred there by reason of the shoal there not being shown on the map.

Mr. RYAN. What commerce is there at Six-Town Point?

Mr. KNAPP. There is considerable commerce there.

Mr. MANN. Has the Light-House Board reported upon it?

Mr. KNAPP. It has, and I submit a map and a petition signed by ex-Secretary Foster, who is familiar with this question, and he has written a letter urging the necessity for this, which is signed by 25 masters of vessels, showing the importance of it.

## INDEPENDENCE BAY.

Then there is a bill, 12462, for the construction of a light-house at Independence Bay, Lake Ontario, and the Light-House Board made a report, I think, as to that. I will submit in connection with that a petition.

## STATEMENT OF HON. CHARLES H. WEISSE.

## SHEBOYGAN.

Mr. WEISSE. Mr. Chairman and gentlemen of the committee, the bill for which I appear is H. R. 3095, for the erection of a light-house at Sheboygan, Wis. I introduced a bill for \$5,000, but Mr. Esch informs me it should have been \$6,000. It was recommended to be made \$6,000 for a dwelling for a light-house keeper.

Mr. MANN. Five thousand dollars for the building and \$1,000 for the site?

Mr. WEISSE. This is a site that the Government can obtain at present and is located from 25 to 30 feet above the lake level. It is within 50 or 70 feet, I should judge, of the pier. At present the light-house keeper is living in a small house in the middle of the block, where he can not see the light or the harbor, it being obstructed by buildings which run across the street at the lake front.

Mr. MANN. There are two light keepers there.

Mr. WEISSE. Only one, as I understand it. The reason that I would like to have this bill passed at this time is that where the site is now located they intend to build a factory, so that if the Government is unable to secure the site for a keeper there will be nothing within about 80 rods that can be obtained, and we have an option on this piece of land, which I got a gentleman to secure, so that we could buy it. This ground commands a full view of the lake, and the light can be seen during the night or day. It is on the lake front, 30 feet higher than the level where the sewerage is, and the electric lights can be run down there.

Mr. MANN. Is there plenty of ground there for a dwelling?

Mr. WEISSE. Yes, sir.

Mr. MANN. Plenty of water?

Mr. WEISSE. There is ample water.

Mr. MANN. Is this on shore?

Mr. WEISSE. Yes; with a paved street running alongside of it. I can give you a simple drawing of it. One street runs down, and it is built across so as to obstruct the light. A cross street runs in there. It is necessary to have a keeper's house, so that he can perform his work.

Mr. MANN. We have a great many applications for light-keepers' dwellings, and they will not all be granted. I suppose this is exceptional by reason of the fact that you want to get this ground.

Mr. Weisse submitted the following:

COMMITTEE ON MANUFACTURES,  
HOUSE OF REPRESENTATIVES,  
Washington, D. C., March 3, 1906.

HON. WILLIAM P. HEPBURN,  
*House of Representatives.*

DEAR SIR: Inclosed please find a copy of a bill providing for the establishment of a light-house keeper's dwelling at the city of Sheboygan, located in my district.

The city of Sheboygan, with a population, according to the last census, of 23,000, and at the present time of from 26,000 to 27,000, is the county seat of Sheboygan County, with a population of 50,000 and a valuation of over \$50,000,000. Sheboygan County has three of the largest dairy call boards in this country, on which there was sold in 1905 10,000,000 pounds of cheese.

It is the fourth port along the western shore of Lake Michigan, with a great tonnage in coal, of which Sheboygan received in 1905 300,000 tons. According to the last census reports, it contained 206 manufacturing establishments, with a total capitalization of \$7,760,716, employing 5,338 people, and paid out in wages \$1,678,236. The value of its products was \$7,469,202. The business consists mostly of furniture factories, chair factories, enamel works, tanneries, and breweries, and other minor industries. It has the largest furniture factory in the world. It also produces more chairs than any other city in the world. The total furniture output in 1905 was estimated at \$12,000,000, of which \$4,000,000 was for chairs alone. There was over 60,000,000 feet of hard-wood lumber used.

The harbor at Sheboygan jumped from fourth to third place on the western shore and ranks next to Milwaukee, Racine, and Manitowoc—Manitowoc exceeding Sheboygan in tonnage only through the car ferries there. The total number of vessels entered in 1905 was 942, with a tonnage of 630,257; departures, 962, with a tonnage of 633,061.

The postal receipts for 1905 were \$42,000, an increase of 100 per cent in the last ten years. Two different divisions of the Northwestern road enter the city—the Ashland and the Marshfield—and it also has interurban connections with Sheboygan Falls and Plymouth.

I hope you will give this bill your personal attention, for the simple reason that at the present time there is a site offered the Government on a high bluff, facing the lake, giving a beautiful view of the harbor, that can be purchased for from ten to twelve hundred dollars. I understand an attempt is being made to buy this site and build a factory thereon, which, if successful, will make it almost impossible for the Government to secure anything but low land for the light-house keeper's dwelling.

I hope that your committee will consider this matter, as at the present time the keeper is living in a little caved-in residence, so dilapidated and in such poor condition that it is a disgrace to the Government, as well as to the city of Sheboygan, to allow anyone to stay in it. It is way up out of sight of the harbor, and so located that it doesn't give him any view of the light-house whatever, and no doubt it interferes with his work considerably.

Hoping your committee will see fit to recommend the passage of this bill, I remain,

Yours, very truly,

CHAS. H. WEISSE.

## STATEMENT OF HON. F. W. CUSHMAN.

### PUGET SOUND.

Mr. CUSHMAN. Mr. Chairman and gentlemen of the committee, there are two or three little propositions I want to refer to which have been definitely and specifically reported upon. I only want to make one or two general observations this morning. In respect to the Puget Sound country it is peculiar. There are 20 miles of shore line in that sound. Nearly all of the aids to navigation—light-houses and fog signals—are small. There is not one of the first order in that whole country. That is the result of the sinuosity of the shore line, which creates a necessity for quite a number of small lights. There are three propositions particularly that I want to call attention to, which have been hanging fire for a good many years; \$23,000 will cover all three. Those three propositions especially are Ediz Hook, H. R. 66, the Senate act 27 having passed the Senate February 1, 1906, recommending an expenditure of \$10,110.

Proposition No. 2 is Robinsons Point, represented by House bill 63 and Senate bill 929, which passed the Senate January 30, 1906, carrying an appropriation for \$5,000.

The next is No. 3, Battery Point, represented by Senate bill 2068, which passed the Senate January 30, 1906, calling for an expenditure of \$8,000.

Mr. RYAN. There was no House bill?

Mr. CUSHMAN. No; not in reference to that last one, as that was in Senator Piles's home, I omitted to introduce a bill in the House.

Mr. MANN. How many miles of coast line is there in Puget Sound?

Mr. CUSHMAN. Twenty thousand miles.

Mr. MANN. How much will this take care of?

Mr. CUSHMAN. The first one—Ediz Hook—is out toward the mouth of the Straits of Fuca, where it is proposed to put in a good fog signal. The second proposition—Robinsons Point—is between Tacoma and Seattle, where a small expenditure of \$5,000 is asked for a keeper's dwelling.

Mr. STEPHENS. What is there now?

Mr. CUSHMAN. A little shack has been there for a great many years.

Mr. STEPHENS. How many keepers?

Mr. CUSHMAN. I think there is one keeper.

Captain SEBREE. There are two keepers, I think, at Robinsons Point.

Mr. CUSHMAN. The third is the point opposite Seattle, calling for an expenditure of \$8,000. The expenditure at Battery Point is increased over the first estimate, and that is occasioned by the rise in the value of land.

Mr. RYAN. Is this a light?

Mr. CUSHMAN. It is a light and fog signal opposite Seattle.

Mr. MANN. Is there an appropriation now made?

Mr. CUSHMAN. An appropriation, I think, was made of \$6,000 two years ago, and the board has not been able to secure a proper amount of land there. They estimate it would cost about \$3,000 to procure the amount of land, and I think \$5,000 extra for a fog signal.

Mr. MANN. Is there an appropriation available of \$6,000?

Mr. CUSHMAN. There was an appropriation estimated of \$6,000 two years ago.

Major LOCKWOOD. The land was procured by condemnation, and the court finally decided that the Government must take the land. We own the site.

Mr. MANN. What was the cost of it?

Major LOCKWOOD. It took nearly the whole of the \$6,000.

Mr. MANN. So the total cost would be \$8,000 more.

Major LOCKWOOD. We want \$8,000 more, making \$14,000 in all.

Mr. MANN. You now want \$8,000 for putting up the construction, having acquired the land.

Mr. CUSHMAN. Yes. Before I introduced the original bill in this case I wrote a letter to the Seattle Chamber of Commerce informing them that I had had a proposition near Tacoma to get land, and requested them to try to secure a suitable option on this point before I introduced the bill.

**STATEMENT OF HON. D. E. M'KINLAY.****CAPE CABRILLO.**

Mr. M'KINLAY. Mr. Chairman and gentlemen of the committee, I wish to say a word in regard to Senate bill 2279. This bill asks an appropriation, not to exceed \$50,000, for the acquirement of a site and the construction of a building at Point Cape Cabrillo.

Mr. MANN. Do you ask for that this year?

Mr. M'KINLAY. I would like to have the bill passed as it came from the Senate.

Mr. MANN. How much does it ask for?

Mr. M'KINLAY. Not to exceed \$50,000.

Mr. MANN. What is that for?

Mr. M'KINLAY. For light-house at Cape Cabrillo. If you will look at this rough sketch it shows the configuration of the coast. The distance between Cape Cabrillo and Cape Mendocino is 115 miles. The land is indented by harbors. If any vessel should get inside it would almost surely be destroyed. Large vessels hug the coast and get inside sometimes, and there is great danger of loss. All this country through here is thickly settled. There are 15 little towns in there. There are lumber mills all up and down the coast.

Mr. MANN. This is the bill to which you referred the other day?

Mr. M'KINLAY. Yes, sir.

**STATEMENT OF MR. GILLETTE, OF CALIFORNIA****CAPE MENDOCINO.**

Mr. GILLETTE. Mr. Chairman and gentlemen of the committee, I appeared before the committee when you were considering these bills in the first instance. There are three in which I am particularly interested besides the one to which Mr. McKinlay called your attention. The first is H. R. 8760, and Senate bill of the same nature, establishing a light-house at Cape Mendocino, California, and quarters for light-house keeper, at a cost of \$5,500. The amount is the same as it was before. The cost of material has increased the cost of this building, and lumber has gone up. I do not think that an elaborate building can be erected for the money, and I think the amount ought to be increased. Some kind of a building can be constructed for that purpose. Any kind of a building would look like a palace to the people who are living there and who want this. It was originally an old oil house. It has been propped up. Cape Mendocino is one of the stormiest places on the coast, and storms gather in there. They have heavy winds, and dense fogs arise in the cape.

Mr. MANN. We reported this bill favorably.

Mr. GILLETTE. Yes, sir. I wanted to call your attention to the great necessity for it. These people are living there in buildings which are not suitable for human beings to live in, considering the inclemency of the weather. They have to draw the lumber long distances there. Something ought to be done to relieve the situation at this point. The committee favorably reported it.

## HUMBOLDT BAY.

The next matter is a small bill, as my friend Cushman would say, and it seems to be an important one. Eureka, my home town, has a population of about 12,000 people. There is no railroad running into the town, and all of the trade is carried on by the ocean. Foreign ships arrive and depart from there. That bill is H. R. 8759 and Senate bill 2274, for the purpose of constructing a fog-signal station or fog horn at the entrance to Humboldt Bay. There was originally a fog signal there. The light-house was changed to another place about 8 miles south of that, and it took with it the fog signal. The prevailing winds are from the northwest.

Mr. RYAN. Why did the Board do that?

Mr. GILLETTE. That I can not understand. I have been there, and I can speak of it. It seems that for some reason the sound is not heard from the fog signal, but goes back into the valley. Jetties run out about a mile. The place is dangerous. We feel that shipping should be protected there by fog signals.

Mr. MANN. We recommend \$15,000 for that purpose.

Mr. GILLETTE. I do not know the amount it will take to construct it.

Mr. MANN. How far is it from the railroad?

Mr. GILLETTE. About 135 miles from a railroad. It is four days by water to San Francisco. We have good steel ships going and coming all the time there. About a thousand vessels go each year.

Mr. MANN. The main travel is by water?

Mr. GILLETTE. Yes, sir. That light is in the center of the great redwood forest—the greatest lumber region in the world outside of Puget Sound. This lumber goes all over the world.

## LIGHT-HOUSE TENDER, CALIFORNIA.

The other bill is for a light-house tender—bill No. 8379. I will say that this bill was last year reported favorably by this committee. At that time the sum of \$135,000 was deemed sufficient, but the increase in the cost of material and wages requires now that the cost be placed at \$160,000. That is the amount that a vessel of that character will cost on our coast. This is the most important in all our country. The first one is north of us in Oregon, the next one is in Hawaii, the next in Porto Rico, and the next in the twelfth district. The light-house tender in San Francisco takes care of 1,000 miles of coast. It comes up north and it can not always get back. It is necessary that there should be a tender to take care of the business of the United States Government in this section of the country. One vessel can not do it. This has been recommended for a number of years. It is one the Board desires, I understand, and reported it favorably a year ago.

Mr. STEPHENS. There is an old tender there now.

Mr. GILLETTE. There is one in San Francisco which tries to do the business, but it can not go to San Diego or to the north. They need more help.

Mr. MANN. How long since you had a tender appropriated for on the coast of California?

Captain SEBREE. It was in 1885, as my recollection goes.



Mr. GILLETTE. This is the most important one in all the United States except the one in Oregon. I think it is absolutely necessary that there should be one there.

Mr. MANN. Did you recommend a tender last year?

Mr. GILLETTE. I think so. You put it in the omnibus bill, as I understand.

Mr. MANN. That is for the twelfth district.

Mr. GILLETTE. Yes, sir. In reference to Mr. McKinlay's bill for Point Cabrillo, I can say that I passed that place very often. Sometimes the vessels go there close to the shore and sometimes they go far out. It is a stormy place, and the winds sometimes make it desirable for vessels to go close in. They are running 115 miles along that dangerous coast with no lights except such as they have at the sawmills. Mendocino is important on account of the lumber trade. I doubt if railroads will ever go in there on account of the fact that there is a high range of mountains. It is a long, dark, and tedious ride from Point Arena to Cape Mendocino. There is a current in there and the wind is very dangerous.

Mr. MANN. How near to the shore do these vessels go in the regular course?

Mr. GILLETTE. From Point Cabrillo, in the regular course, they would go within a mile of the shore. In heavy winds and to keep people from getting seasick they would keep in close sometimes.

Mr. MANN. Do they run there in the night?

Mr. GILLETTE. Yes, sir. They would leave there at 3 o'clock in the afternoon and get to my place the next morning. They would reach San Francisco at 8 the following morning. They come and go all night.

Mr. MANN. Do they lie in the harbor at night?

Mr. GILLETTE. They leave whenever they can. The vessels when they get ready to go turn loose and go. If it is foggy there is a good deal of danger there. There is a westerly current coming in there. I have submitted these matters to the Board.

Mr. STEPHENS. Vessels go all the way to Puget Sound?

Mr. GILLETTE. Yes, sir. I can sit in my parlor window and see steamers passing from 12 to 15 miles out at sea. They are going all the time. Vessels come from the Columbia River, touch, and go on to San Diego. Sometimes they lie there at night, and sometimes they can not go out.

#### STATEMENT OF HON. E. A. HAYES.

##### PILAR POINT.

Mr. HAYES. Mr. Chairman, the first item about which I wish to speak is H. R. 13852, for the light-house at Pilar Point. The second item is Senate bills 2282 and 2656. The two latter have already passed the Senate. The bills call, one for a light-house, and one for a life-saving station, and one for additional land for Pigeon Point light-house. I presume this coast is known to the members of this committee. For 20 miles there are three dangerous points. Within the last ten years we have had seven ships wrecked in that space. All but two of these were large ones. There is need, it seems to me, for a small light or a beacon light at this point.

Mr. RYAN. You ask \$5,000 for additional land?

Mr. HAYES. The conditions there are that the buildings are fire traps, and they are liable to be destroyed and burned.

Mr. RYAN. How much land is needed?

Mr. HAYES. I do not know how much.

Captain SEBREE. It is a very small amount of land, perhaps 1 to 5 acres.

Mr. HAYES. It is not large, and so far as Pilar Point is concerned, I believe the Light-House Board has recommended against it. For what reason I do not know. The bay at that point is in the shape of a half-moon.

Mr. MANN. What value is a light-house in a fog?

Mr. HAYES. There should be a fog signal there.

Mr. MANN. It is not provided for.

Mr. HAYES. It should be. The situation is that the nearest station is 20 miles. This is recommended by the Board, and it seems to me that in view of the serious and lamentable disasters which we have been having on the Pacific coast, on account of this rocky condition, that we need these safeties and they should be provided. Only recently, as you know, we have had above Cape Mendocino a very painful accident—that of the *Ventura*. That vessel went ashore. That might happen anywhere, even with the protection of a light-house and life-saving station.

Mr. MANN. Was the accident to the *Ventura* traceable to the lack of light-houses?

Mr. HAYES. I suppose there is no light-house there. The vessel went on the reef. If there had been a light-house and fog signal stationed there, that accident might have happened. It may be stated as to the other seven ships which met with accidents.

Mr. STEPHENS. Where is the nearest life-saving station?

Mr. HAYES. The nearest is in California Bay, 117 miles from Point Mandara.

Mr. MANN. We are not considering life-saving stations, but light-houses.

Mr. HAYES. Then the only point I want to speak about is Point Pilar light.

#### STATEMENT OF HON. E. F. ACHESON.

##### MONONGAHELA RIVER.

Mr. ACHESON. Mr. Chairman, I only want a few minutes to speak in behalf of H. R. 14189, for the erection of 60 lights on the Monongahela River. I presume it is hardly necessary to tell this committee about the Monongahela River.

Mr. MANN. Can you tell us where you would find space for that many lights without putting them on bridges?

Mr. ACHESON. It is along the river.

Mr. MANN. What is the necessity for those lights?

Mr. ACHESON. Since this river was made free, eight years ago, the commerce has grown from 6,000,000 to 12,000,000 tons. One year recently it reached 13,000,000 tons. The river ranges fourth in the United States in the amount of its commerce.

In the last few years the coal development there has been pushed above Lock No. 4. The coal lands, bought a few years ago for \$100, now bring as high as \$1,000 to \$1,500 per acre. The Geological Survey says that this is the best coal in the United States for gas, making steel, coking. It takes only 2 tons of coal to burn 1 ton of iron. That fact makes this coal very desirable. The locks and dams have been reconstructed. Three have been provided for and are now being rebuilt. The great Jones Lock and Steel Company recently purchased 9,000 acres of coal lands above Brownsville. Their pilots complain that they have great trouble in getting the coal down.

Mr. RYAN. Without this they would have the power to erect light under existing law.

Mr. ACHESON. Yes, sir.

Mr. MANN. We do not usually pass bills to establish lights in cases like this.

Mr. ACHESON. It is recommended by the Pilot Association of Pittsburgh.

Mr. MANN. What would be the necessity of having 60 lights?

Mr. ACHESON. The Pittsburgh Coal Exchange appointed a committee and they have advocated it, and I believe it is also advocated by the Master Pilots' Association.

Mr. STEPHENS. Barges run night and day?

Mr. ACHESON. They run night and day. The locks have been operated 100,000 times in the year. In 1903 53,000 steamers went through them. The commerce on that river is about equal to that on the Suez Canal, and it is increasing rapidly. It has increased 100 per cent in eight years and perhaps will increase to a greater extent next year.

#### STATEMENT OF HON. THEODORE OTJEN.

##### FOG SIGNAL, MILWAUKEE.

Mr. OTJEN. Mr. Chairman, the amounts I am asking are not so numerous as to confuse the committee. I want to call attention to House bill 108, for the establishment of a third-order flash light and fog signal at Milwaukee.

Mr. MANN. Have you anything to say now that you did not say last year?

Mr. OTJEN. Nothing especially new. This has been recommended by the Board a number of times.

Mr. MANN. What you want to do is simply to reiterate all that was said for the necessity for it?

Mr. OTJEN. Yes; and have the committee recommend a bill.

#### STATEMENT OF HON. W. A. JONES.

Mr. JONES. Mr. Chairman, I can not give you the number of the bill about which I wish to speak. I had a bill introduced in the last Congress and favorably reported for the Pungoteague Creek. You reported favorably a bill appropriating \$8,000 for the establishment of a light at this creek. I introduced two other bills at the last Congress neither of which I have reintroduced this Congress, although they were all favorably considered by this committee. One of them the Light-House Board thought was so very necessary that it put

up a small light there, and I suppose that speaks for the necessity of it. The other one is in the Potomac River, which belongs to the State of Maryland. I did not reintroduce the bill for that reason. There was \$30,000 asked at Ragged Point. It is a Maryland matter.

Mr. MANN. We provided for Ragged Point last year.

Mr. JONES. It is in the waters of the Potomac River.

Mr. MANN. You simply want to reiterate what you said last year?

Mr. JONES. Yes, sir.

Mr. ADAMSON. Is it on the Virginia side?

Mr. JONES. It is.

Mr. RYAN. Did any Maryland member introduce a bill this year?

Mr. JONES. I do not know. I would be glad to reintroduce it if the committee desires me to do so.

Mr. ADAMSON. Is there a town or post-office adjacent to it?

Mr. JONES. It is right in the Potomac River, and the light will be out in the river. By reason of the fact that it was in Maryland I did not reintroduce it.

Mr. ADAMSON. I thought it might be at a point which could be designated by some name.

Mr. JONES. Maryland has jurisdiction over all the Potomac to low water on the Virginia side.

#### STATEMENT OF HON. T. A. SMITH.

##### TRAPPE RIVER, MARYLAND.

Mr. SMITH. Mr. Chairman, the bill about which I wish to speak is H. R. 14183, with reference to the establishment of two beacons at the mouth of Trappe River. I have furnished a typewritten statement to the committee. I do not know that I can say anything more except that it is a fertile section and that it is far from a railroad station. The river is the principal outlet for perishable products. On dark and stormy nights it is impossible to get in there.

Mr. MANN. What do they raise there mostly?

Mr. SMITH. Fruit, vegetables, and grain.

Mr. MANN. What stream does the Trappe River run into?

Mr. SMITH. It runs into a branch of the Choptank.

Mr. MANN. You recommend that lights be established so that steamers can go in there?

Mr. SMITH. Yes, sir; the bar goes out there. It dovetails and makes it very dangerous.

Mr. MANN. How much commerce is there there?

Mr. SMITH. Half a million dollars or more.

Mr. MANN. Have you any record of the number of vessels going in there?

Mr. SMITH. I do not think that I can give you that. A great many sailing vessels go in there and Baltimore boats ply there.

Mr. ADAMSON. What will it cost?

Mr. SMITH. The bill says \$10,000, or as much thereof as may be necessary.

The town of Trappe, Md., is located at the head of navigation on the Trappe River and in the midst of a fertile and populous agricultural district, and is dependent upon this river for transportation of its merchandise, coal, lime, fertilizers, etc., brought into this sec-

tion, as well as for its agricultural products, canned goods, lumber, etc., shipped out.

The nearest railroad station is about four miles distant and the steamboat wharf on the Choptank River about the same distance, while Le Trappe River runs practically to the town of Trappe. There are three large carriage houses, coal and lumber yard, two roller flour mills, sawmill, and a number of small mills within a few miles, all dependent upon this river for shipping facilities.

The value of products shipped by this river from Trappe in one year exceeds a half million dollars.

Because of the interlocking bars at the mouth of this river navigation, both for vessels and steamers, is difficult and dangerous on dark and stormy nights, so much so that vessels never and steamers seldom attempt it on such occasions, thereby causing great inconvenience to travelers, loss and delay to shippers, and often ruin to perishable goods. When steamers fail to come in on returning from Baltimore, passengers are carried up the Choptank River from 5 to 10 miles from their homes and freight landed from thirteen to thirty-six hours late. We have two steamers, one each night, to and from Baltimore, two sailing vessels and an innumerable number of smaller craft in summer and fall, all overtaxed in freighting the agricultural products to market, and returning laden with merchandise, lime, fertilizers, etc.

#### STATEMENT OF HON. H. O. YOUNG.

##### ROCK OF AGES.

Mr. MANN. Is your matter the Rock of Ages?

Mr. YOUNG. Yes, sir. An appropriation was made last year for the Rock of Ages for a survey. Mr. Burton introduced a bill, and the money appropriated since then has been used for the Rock of Ages. My bill is No. 16555, and authorized the construction of a light-house keeper's dwelling at Menominee, Mich.

##### MENOMINEE, MICH.

Mr. MANN. What is the necessity for a light-house keeper's dwelling there?

Mr. YOUNG. Because there is no place for these light-house keepers to live without going a long distance. The pierhead is at some distance from the central part of the city of Menominee.

Mr. MANN. How far?

Mr. YOUNG. I would only be making a guess to state it. I think it is 2 miles.

Mr. MANN. The light-house is at the end of the pier?

Mr. YOUNG. Yes, sir.

Mr. MANN. You want a dwelling on the end of the pier?

Mr. YOUNG. No; it would be on the land. The pier runs out. It is not near the central part of the city proper. This has been recommended by the Light-House Board on their own motion.

Mr. ADAMSON. It is to be at the end of the pier?

Mr. YOUNG. This report speaks about it. I will read only a few words of it. It says it is to be a pier of the fourth order, 34 feet

above the lake level. It is to have a 10-inch steam fog signal. There are no living accommodations. It is estimated that a suitable site for keepers can be purchased at Menominee. I can explain that the corporation of Menominee owns a great deal of land there that has not been built up. The report states that the cost of the site will not exceed \$5,000. The Board recommends that the appropriation be made for the construction of a light-keeper's dwelling at this station. I understand there has been a great demand for this, and a great deal of complaint by the people of the station because of the inconvenience caused by having to go such a distance. In many instances I believe this committee has recommended houses under circumstances similar to those mentioned in my bill.

Mr. MANN. Do you know whether there has been difficulty about having the service properly performed?

Mr. YOUNG. I understand so. I did not ask the question of the Light-House Board.

Mr. MANN. Has there been any difficulty in getting people to act as light-house keepers at that point?

Mr. YOUNG. I presume that you could get men to act if there was not anything but a blanket to lie down on, but whether they are the kind of men you want is another question.

#### STATEMENT OF HON. I. P. WANGER.

##### DELAWARE RIVER AND BAY.

Mr. MANN. Does Mr. Wanger wish to say anything?

Mr. WANGER. I hope, Mr. Chairman, that Delaware River and Bay will receive due consideration. The State of Pennsylvania and the city of Philadelphia have spent something like \$100,000 for the deepening of the channel and the river, so as to get a 30-foot channel. In the last Congress an appropriation was made for completing that work. It was short over \$750,000. The money was appropriated to complete the work during the present year. That \$750,000 has been appropriated by the State and the city and is just that much in addition to the various other contributions made by the State of Pennsylvania and the city of Philadelphia in aid of the project.

Mr. STEPHENS. What will it cost?

Mr. WANGER. The 30-foot channel?

Mr. STEPHENS. Yes.

Mr. WANGER. That requires the reconstruction of the aids to navigation, a few of which have already been authorized, and those mentioned in the bills H. R. 14522 and H. R. 16800, especially for the latter, are given in the order in which they are now recommended. The Light-House Board and the Maritime Exchange and Pilot Association advocate a complete system to enable the utilization of the channel.

Mr. STEPHENS. There was quite a discussion on the floor of the House, as I remember it, in which the Pennsylvania delegation asked for a survey for a 35-foot channel.

Mr. WANGER. Yes, sir.

Mr. STEPHENS. That will undoubtedly come again.

Mr. MANN. We have just passed a House resolution asking for a survey.

Mr. WANGER. To permit it.

Mr. STEPHENS. How much further will this change the range lights?

Mr. WANGER. Not at all. The 35-foot channel would be practicable.

Mr. MANN. There has been a controversy going on between the city of Philadelphia, the Pennsylvania members of the House, and the Committee on Rivers and Harbors, but it would not affect the location of the aids to navigation by the deepening of the channel?

Mr. WANGER. Not at all. The 30-foot channel was to have, among other things, an artificial island constructed in it, so as to give modern construction and maintain a deep channel, narrowing the navigable part of the river.

Mr. MANN. You heard the discussion and arguments in reference to the proposition that the improvements and aids to navigation might amount to \$1,000,000. Suppose this committee should undertake to draft and pass a bill carrying a million dollars to aid navigation, do you think that we could justly give \$460,000 out of that to the Delaware River?

Mr. WANGER. Certainly not; but why should you limit it to \$1,000,000?

Mr. MANN. I do not know that we will.

Mr. WANGER. Take the new channel into New York Bay, which is the most important measure by volume of commerce that has been proposed before this committee. It can not benefit the Ambrose channel unless you complete a system, and Philadelphia or points adjacent can not be benefited if the new Delaware River channel is not conducted under some system.

#### STATEMENT OF HON. J. KALANIANA'OLE.

Mr. MANN. You have a couple of bills?

Mr. KALANIANA'OLE. There is nothing except a bill introduced here—H. R. 10512. There are quite a number of light-houses recommended by the Engineer Board, but I think no one is more important than the light-house tender. I think it is important that we should have a tender, not only for Hawaii, but for Samoa and the Midway Islands, because there is nothing there except that. There is nothing to take supplies to the different light-houses at Honolulu Harbor.

Mr. MANN. The most important one is \$40,000 for the light-house at Honolulu Harbor?

Mr. KALANIANA'OLE. No; this bill did not recommend that as the most important.

Mr. MANN. I am inclined to think that is all you are likely to get unless you make a heroic effort.

Mr. KALANIANA'OLE. The tender is necessary after you get the light-house up.

Mr. MANN. They probably could use a tender, but I suppose hiring a tug would be cheaper.

Mr. STEPHENS. There is no light-house there now.

Mr. KALANIANA'OLE. We have some. The light-houses in Hawaii are scattered throughout the islands. I suppose there is no question about it, as the engineer recommended it.

Mr. STEPHENS. How is the work now done that the tender would be required to do?

Mr. KALANIANA'OLE. It is done by the Navy Department.

Captain SEBREE. We have down there a tugboat, the *Iroquois* it is called, which is stationed at Honolulu, and the Navy Department allows us to use that in the island. We use it when we can get it. Of course the Navy Department sometimes can not give it to us when we would like to have it.

Mr. STEPHENS. Does not the Navy Department have quite a number of vessels out of commission that might be used by your department?

Captain SEBREE. We find that we can not use them at all times because we can not afford to. They are not built for that work. They are too large. The Navy Department has no vessels under 1,000 tons, and it would take 50 men to run them. They burn so much coal that we can not run them at all. They are too large for our purpose.

#### STATEMENT OF HON. W. W. COCKS.

Mr. COCKS. Mr. Chairman, I have a bill here relative to the establishment of a light-house at Huntington Harbor. The proposition, as I understand, has been favorably passed upon by the Light-House Board, and we are anxious to have a light-house established at this point. It does away with the old one. The majority of the shipping coming into Huntington goes to the village of Huntington. This is worth more than the old one at Lloyds Harbor.

Mr. RYAN. How long is it since the one at Lloyds Harbor was erected?

Mr. COCKS. I do not know; it has been there a long time.

Mr. MANN. We have a bill that is introduced by Mr. Cocks, No. 16242.

Mr. COCKS. That is my bill.

Mr. STEPHENS. That is entirely for local commerce?

Mr. COCKS. Yes; mostly. It is commerce such as lumber coming from Maine, and bricks going up there, and all sorts of merchandise. There is no coastwise trade. There is no connection between Huntington except that through the sound.

Mr. STEPHENS. What is the commerce passing across this point?

Mr. COCKS. It is schooners going westward. They stop at all the other harbors. If you care to go into it, I can show you a chart giving the location. Of course, all the light-houses on Long Island would be at points on the sound, like Lloyds Harbor. This is an important point. Commerce is growing, and the population is growing. We have less protection than a great many other parts of the country. There is a great deal in Rhode Island. They are better protected than New York.

Mr. RYAN. How far is that light from this?

Mr. COCKS. Just across the arm of the bay—a mile or a mile and a half.



**STATEMENT OF MAJOR LOCKWOOD, OF THE LIGHT-HOUSE BOARD—Continued.**

Mr. MANN. You said that you would bring up a list.

Major LOCKWOOD. The Board has prepared this list which I have here. It is according to the instructions given yesterday, and is made up from bills which were sent to the Light-House Board for recommendation this year.

Mr. MANN. Have you considered all the measures reported in the bill of last year?

Major LOCKWOOD. No, sir; I do not know about them.

Mr. MANN. We made up a bill last year, I think, on your recommendation.

Major LOCKWOOD. I do not know about that bill.

**TENDER, TWELFTH DISTRICT.**

Mr. MANN. There is a new tender for the third and twelfth districts.

Captain SEBREE. Twenty-five thousand dollars was appropriated for the new tender.

Mr. MANN. Has there been an appropriation for the regular district?

Captain SEBREE. Twenty-five thousand dollars was appropriated last year for the purpose of a survey and preparation of land.

Mr. MANN. That dwelling was recommended last year?

Captain SEBREE. Yes, sir. The estimate is \$100,000. That was the original estimate for it.

Mr. MANN. You want \$100,000 more? It was originally \$125,000.

Captain SEBREE. Yes, sir.

Mr. MANN. The first is "Ambrose channel, \$360,000." I think all will agree to that. The second is "Nantucket light vessel to take the place of the one recently lost, \$130,000;" and the next "Columbia River, \$150,000."

Captain SEBREE. That is to take the place of the one which went ashore. This will take \$20,000 for that vessel. It was to be built at Seattle. We thought we would give the people of the Pacific coast a chance to bid on that.

Mr. MANN. I thought you sent the new light vessel down there?

Captain SEBREE. We did. It is to take the place of the one which was blown ashore and is now under repairs, and when she is repaired she ought not to be sent out except in good weather.

Mr. MANN. Did you not send two?

Captain SEBREE. One for Cape Mendocino and one for the whole coast. After they got down there the vessel was blown ashore and will not be ready for six months.

Mr. MANN. You think this is absolutely necessary?

Captain SEBREE. I think Nantucket is the most important. If we had only one, that ought to be the one.

Mr. MANN. The one at Brunswick, Ga.—do they not need that as badly as any other?

Captain SEBREE. We need an appropriation for that.

Mr. MANN. You have not enough to build it?

Captain SEBREE. I think I explained to the committee the other day that some of the plans which we have for building vessels would enable us to finish that in a year and a half, and I have ordered some specifications to build that for \$82,000. The lowest bid that we got, however, was from \$109,000 to \$135,000. That vessel went to the Pacific coast, and it was blown away twice. It might have been a good vessel, and I think I would try to get enough money to build a vessel under those plans. If I can get a vessel built there, I will submit these plans to the bidders. It is impossible to estimate the cost.

Mr. MANN. It does not seem that it ought to be a 45 per cent increase.

Captain SEBREE. No; it does not seem so. One party would not bid at all, because the appropriation was only \$90,000.

Mr. MANN. How do you prepare these plans?

Captain SEBREE. We have draftsmen in the office, and we tell them when we get the money what we want. We send a sketch out to the local officers and ask them to make criticisms.

Mr. MANN. It seems that they will cost \$25,000 more than they did a year ago.

Captain SEBREE. Yes, sir. That was built by the New York Ship-building Company, and we gave them the whole five, in order to get them built cheaper.

Mr. STEPHENS. How much cheaper?

Captain SEBREE. The next lowest bid was something like \$87,000 or \$88,000 at that time. On the Pacific coast one man wanted something like \$140,000. One man sent a plan for \$110,000 for it, to be built on the Pacific coast. In building those five together we saved \$40,000. A bill was passed through Congress allowing the use of \$20,000 to come out of that to get it to the Pacific coast. It cost \$28,000 to get the boat out. We wanted to give the bidders on the Pacific coast a chance to bid. They can not bid here.

Mr. MANN. You have in your service a man named Warrington?

Captain SEBREE. He is now engaged on the plans of the tender for the third district, for which the money was available on the 1st of July. I put him on those plans and hurried him all I could. I hope to have them on the 1st of next month.

Mr. MANN. He is paid out of the appropriation of \$130,000 for that tender?

Captain SEBREE. While at work he is paid out of that appropriation.

Mr. MANN. I think that the gentleman and his assistants, whoever they may be, think that they ought to be on a permanent basis.

Captain SEBREE. I had not thought of that, but I do not think I would agree to it. I do not think we want Mr. Warrington on that basis. He is a good man, but slow. This is piecework, and if we get the tenders out and get no money for any more, what would we do with those men?

Mr. MANN. You have an increase for the tender for the inspector of the sixth district.

Captain SEBREE. This is a case where prices have gone up.

Mr. MANN. What was the original amount allowed for that?

Captain SEBREE. \$130,000. I find in those cases that it cost from 1½ to 2½ per cent to prepare the plans and specifications for the vessel,

and where the cost of a vessel was \$130,000 that would leave \$128,000 available. Prices have gone up. Bids on that vessel varied as much as 25 or 30 per cent. We had the plans and everything ready, but when the bids came in the lowest bid was higher than the money we had, and we had either to cut it down or lay the plans aside or draw new plans on a smaller scale. I took out all such things as might be called luxuries, such as electric lights, steam steering gear, etc., and I put in specifications to the bidders taking out everything I could and still be able to certify that the vessel was seaworthy.

Mr. STEPHENS. Do you not need on them such things as steering gears?

Captain SEBREE. I think so. In that vessel the bids were for such an amount that I left out the steering gear with the hope that probably at some other time I could get enough out of the general appropriation to put in the steering gear.

Mr. MANN. That would be more expensive?

Captain SEBREE. It would be. If you pass this, I will start Mr. Warrington and those other men to draw plans which will be cheaper. The vessel down at Charleston is an old one. The light-ship broke away and drifted out last month, but I would not send that vessel out.

Mr. MANN. You have a tender at the thirteenth district for Portland, Oreg. Have you renumbered the districts? It was formerly the twelfth district.

Captain SEBREE. That was a mistake. It was for the twelfth district. I overlooked it when I was before the committee. We had \$40,000 to repair her. She was sunk in the Columbia River. The estimate bid to put her in repair was \$13,000 more than the money we had. She cost \$53,000 originally. It would cost \$40,000 to repair her. I do not feel like I would authorize the expenditure of that money. We ought to spend a little money to get rid of her and to be authorized to build a new tender.

Mr. MANN. You want \$160,000?

Captain SEBREE. That is the amount we want.

Mr. MANN. If we appropriate \$40,000 you can repair that vessel?

Captain SEBREE. I can not repair her for \$40,000. It would not be good business to repair her. If this bill passes we will ask the Secretary of Commerce and Labor to get authority to sell her.

#### DELAWARE BREAKWATER.

Mr. MANN. "Delaware Breakwater, \$20,000."

Major LOCKWOOD. There has been an appropriation made for a number of years for a light and fog-signal station at the end of the breakwater.

Mr. MANN. Where?

Major LOCKWOOD. In the Delaware Bay at Lewes. At the new breakwater we would have to build carefully, because the breakwater has until recently been settling, and the estimate on that is \$25,000 in addition to the \$25,000 now available for the station.

Mr. MANN. What was said about that last year?

Major LOCKWOOD. We did not get that far along with that station.

Mr. ADAMSON. Is that important?

Major LOCKWOOD. Yes.

Mr. MANN. More important than the Delaware River?

Major LOCKWOOD. That light is the key to the breakwater situation. Vessels go there for refuge, going up or down.

Mr. ADAMSON. It is more important, then, than any of them?

Major LOCKWOOD. In one sense; yes.

Mr. MANN. What is the Bellevue range, Delaware River?

Major LOCKWOOD. It is to do away with the two old ranges provided for that channel, which have been discarded. Originally there was to be a channel westward of the flats, but that has been abandoned, and this range is the range on the westward. That is a reduction of \$30,000 in the original estimate.

Mr. MANN. I do not locate that place.

Mr. WANGER. It takes the place of Schooner Ledge range.

Mr. MANN. We did not report that favorably last year.

Major LOCKWOOD. That was not up.

Mr. MANN. Why not?

Major LOCKWOOD. This is a recent matter. It is a new thing.

Mr. WANGER. It is to take the place of the range of lights on Compass course?

Major LOCKWOOD. Yes, sir.

#### SCHOONER LEDGE.

Mr. MANN. There is an item for Schooner Island range. You stated the other day that this light was to take the place of Old Man's Point and Martins Hole range lights.

Major LOCKWOOD. The old appropriation called for \$30,000.

Mr. MANN. Does this \$10,000 take the place of these other items?

Major LOCKWOOD. Yes, sir.

Mr. MANN. The other day, in speaking of these items which you now put in as Bellevue range—

Mr. RYAN. He said Horseshoe Shoal was of more value.

Major LOCKWOOD. Admiral Riter, the inspector, was opposed to that in consequence of the fact that he thought it might be an obstruction to navigation. It is in a bend, and he suggested that that matter be left in abeyance for the present.

Mr. MANN. You recommended the other day Horseshoe Shoal. Now you change that?

Major LOCKWOOD. Yes, sir.

Mr. MANN. You think now that Bellevue range is more important than the others?

Major LOCKWOOD. Certainly; it makes the channel more available.

Mr. MANN. The other day you did not think so.

Captain SEBREE. The light there has been recommended very strongly by the Philadelphia people and the local officers.

Mr. STEPHENS. This is a finality, so far as you can foresee?

Major LOCKWOOD. The Maritime Exchange of Philadelphia has been after that two or three times to my certain knowledge.

Mr. MANN. Is this change made in accordance with your judgment, or is it made or suggested by the Maritime Exchange?

Major LOCKWOOD. It is to satisfy the shipping interests as well as the Light-House Board.

Mr. MANN. If we provide for Bellevue range lights and the \$75,000 for shore lights, that would meet the present necessities for lights on Delaware River at the entrance to the bay?

Major LOCKWOOD. Yes; these lights are independent on Delaware River—are independent and disconnected from each other.

#### EDIZ HOOK.

Mr. MANN. "Ediz Hook, Washington." Is that the one Mr. Cushman was talking about this morning?

Captain SEBREE. Yes, sir. Ediz Hook involves the building of a tower.

Mr. MANN. Will this take care of the present needs in Puget Sound?

Captain SEBREE. Yes, sir; our location is about a half a mile to the southwest, called the Southwest Ledge. It was supposed that the War Department would remove that, but they never did, and we see no prospect of it.

Mr. MANN. How about Superior pier head, Lake Superior?

Captain SEBREE. This is a reduction of \$8,000 in the original recommendations of the Board, and is necessitated by the change in the construction of those piers. They are concrete piers, and lights are now on the south pier. The original recommendation was that they were to be transferred to the north pier. They would have cost \$28,000. They will be completed for \$5,000 or \$6,000. It is necessary to retain them on the south pier.

#### HONOLULU LIGHT.

Mr. MANN. You have the Honolulu range light. Do you think that range light at Honolulu is more important than anything else?

Captain SEBREE. It is well lighted now. The Honolulu range light comes first. The only thing we have there is the beacon.

Mr. MANN. The other place at Honolulu is easier defended.

Major LOCKWOOD. I have not heard whether it has fallen in.

Mr. MANN. Has it been removed by the Government?

Major LOCKWOOD. I think not.

Mr. MANN. That will have to be removed. Can you take care of it?

Captain SEBREE. We thought beacon lights would do. There are eight beacon lights which we could put in without an act of Congress.

#### BUZZARDS BAY.

Mr. MANN. "Additional lights for Buzzards Bay."

Captain SEBREE. That is what Mr. Greene talked about this morning. They are to take the place of the Hen and Chickens, the old No. 2, built in 1842.

Mr. MANN. "Light vessels, Buzzards Bay."

Captain SEBREE. They are 50 miles apart, and Nantucket is 40 miles out at sea.

Mr. MANN. This one at Buzzards Bay is to take the place of the existing one?

Captain SEBREE. It is to be a modern light vessel in place of those wooden ones built in 1847.

Mr. RYAN. Is the weather rough there?

Captain SEBREE. Yes; at times.

Mr. MANN. What is the pressing necessity for the tender for the engineer?

Major LOCKWOOD. He has no boat there now.

Mr. MANN. We have got all the vessels provided and a good deal larger appropriation than will go through Congress.

Major LOCKWOOD. They can be left out rather than the others mentioned.

#### KEEPERS' DWELLINGS.

Mr. MANN. We have seven vessels provided for in here, with an aggregate cost of \$130,000 to \$140,000. "Venita Point, keeper's dwelling." Last year you gave that as the most important dwelling except that at Cape Mendocino. You said that came first.

Major LOCKWOOD. I would say about those keepers' dwellings that this is a very hard matter to tell about the most important ones. I think the committee should recommend a certain number which would be suitable to the Board.

Mr. MANN. Do you think it necessary for us to start in with the idea that we are going to provide keepers with dwellings at all of the light-houses?

Major LOCKWOOD. Yes, sir.

Mr. MANN. That is what it will mean in the end.

Captain SEBREE. Not when you pay a man \$10 a month in places where there are light-houses. The keeper ought to be right there, and ought to have a place in which to live.

Mr. MANN. Where you have but one keeper it is perfectly evident that he ought to live at the light, but where you have two or three keepers there is no necessity for the men living at the light.

Major LOCKWOOD. Many of these lights are at isolated points.

Mr. RYAN. And there is Horseshoe Reef, in Canada, at the mouth of Niagara. There is just room for a dummy light. The keepers have to row a mile and a half. We recognized last year that there were exceptional circumstances there.

Captain SEBREE. If there is any member of Congress who will go there and look at these we would be glad to have a tender take them out, and if they would go to three or four light-houses then they would see the necessity for these dwellings.

Mr. MANN. Here is a point I want you to consider: There is pressing need of various aids to navigation all over the country, and the matter of keeping men in the house is a mere matter of convenience. What special reason is there at Sheboygan?

Major LOCKWOOD. I do not know; but I will say that at Sheboygan or any other light a keeper ought to be there. A light goes out in the night, and they say, "Where is the keeper?" And someone will say, "He went away."

Mr. MANN. The keeper does not need to be there in the daytime.

Major LOCKWOOD. He has to be there in order to keep the light. In the report of the Light-House Board there are probably 20 or 25 ranges that have asked for keepers' dwellings that no member of Congress has ever known about. They have never brought in any special bill, and we have gone before the Committee on Appropriations year after year, but never have gotten them.

Major LOCKWOOD. We are questioned about those bills or about some bills. It would simplify matters very much if the matters were taken up by the full Board and decided in advance.

Mr. MANN. There is an item for a tender at Porto Rico. They want everything at all these places, and I don't blame them.

Captain SEBREE. Congress has done pretty well for Porto Rico. The Navy Department has a tender there, the *Pansy*, which was at New Orleans, but she is on her last legs.

Mr. MANN. How many lights?

Major LOCKWOOD. Twenty-two or twenty-three.

Captain SEBREE. They have a number of boats at Porto Rico, some of which they took from the Spaniards.

Mr. MANN. "Stonington, Conn., \$6,000."

Major LOCKWOOD. That dwelling has been reported as unsanitary.

Mr. MANN. Why should it cost \$6,000?

Major LOCKWOOD. On account of the locality at the end of the breakwater. It is a difficult construction to put in.

Mr. MANN. "Wellington Point, Washington." Is that the small bill of Mr. Cushman? What is the necessity for that?

Major LOCKWOOD. That is one of the general cases where the original quarters were provided for one man and two are required now because the new fog signal has been installed.

Mr. MANN. That is the keeper's dwelling?

Major LOCKWOOD. It is a double dwelling for keepers.

Mr. MANN. What is Southwest Pass?

Major LOCKWOOD. That is the keeper's dwelling in the Mississippi River. It is the same as the one at South Pass.

Mr. MANN. How soon will the one at South Pass be finished?

Major LOCKWOOD. I can not tell.

Captain SEBREE. A man told me the other day it would be a year or two.

Mr. MANN. Don't you think that can wait for another appropriation?

Major LOCKWOOD. If you don't pass it it will have to. I should not say it was a pressing case.

#### STATEMENT OF HON. T. W. BRADLEY.

Mr. BRADLEY. Mr. Chairman, the subject about which I wish to speak is a light vessel—H. R. 13937, for a light vessel at Brunswick, Ga. This committee has been good enough to act upon it and to report it. The bill is now on the Calendar, but as it has not been acted upon and as I received a notice to come here this morning, I came down. During the last Congress there was authorized a light vessel at Brunswick to cost \$90,000.

Mr. MANN. You said last year that so far as this was concerned that the new light vessel at Brunswick, Ga., was one of the most important propositions in the Light-House Service. That was in the sundry civil bill, but now you find that you can not construct a suitable one for \$90,000 and you ask an increase of the amount. We will take the judgment of the members on that.

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**HEARING** = March 22, 1906 =

**BEFORE**

*U.S. Congress. House*

**COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE  
HOUSE OF REPRESENTATIVES**

**ON THE**

**LIGHT-HOUSE ESTABLISHMENT**



**WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1906**

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HEARING BEFORE SUBCOMMITTEE ON LIGHT-HOUSES OF THE  
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE.

HOUSE OF REPRESENTATIVES,  
*Thursday, March 22, 1906.*

The subcommittee met, pursuant to the taking of recess, at 2.30 o'clock p. m., Hon. James R. Mann (chairman) in the chair.

**STATEMENT OF MR. DANIEL C. CHASE, PRESIDENT OF THE  
BOARD OF COMMISSIONERS OF PILOTAGE FOR THE STATE OF  
NEW JERSEY AND SUPERINTENDENT OF THE PENNSYLVANIA  
RAILROAD COMPANY'S STEAM TOWAGE AND LIGHTERAGE.**

Mr. MANN. You appear especially in the interests of aids to navigation in Greenville channel.

Mr. CHASE. No, sir; not entirely; also in the interests of aids to navigation of the foreign and American steamships; also the general bay and harbor traffic and inland water parallel to the seacoast.

Mr. MANN. What we mean by aids to navigation is light-houses, and so forth—that bill for Greenville channel.

Mr. CHASE. At the mouth of Greenville channel; yes, sir.

Mr. MANN. What is the number of that bill?

Mr. CHASE. It is 16127.

Mr. MANN. Very well; go on with your statement.

Mr. CHASE. From the pilot's standpoint—that is, the State pilots of New Jersey and New York—they ask for it as a range up through the narrows, getting the range from Craven Shoals through the narrows for the proposed light at the mouth of the Greenville channel, which will keep them in the best water there is through the narrows and up the bay to that point [indicating on map]; and after making that point it also gives them a stern range through Buttermilk channel up the East River, in that direction [indicating]; also a stern range through the regular ship channel up the East River. Just at the upper side of the proposed light is Oyster Island, a shoal submerged island which sets out and on which different vessels have been stranded, and to my recollection three wrecks on it. This light and fog signal would be a preventive for vessels grounding on Oyster Island rocks or ledge. One of the great improvements of it will be the fog signal, to enable vessels coming up through the narrows and up the bay and navigating the opposite direction to avoid Robbins Reef and Oyster Island shoals.

Mr. RYAN. This is all in the upper bay?

Mr. CHASE. Yes, sir, in the upper bay, and here is the narrows where they go from Craven shoals up right direct [indicating]. Let

the committee notice that that range will keep them right in the deepest water in the New York Bay for the deepest ships that come and go.

Mr. RYAN. How do they come?

Mr. CHASE. They come in without any regular range. They keep Robbins Reef away off on their port hand, and there is no perfect guide or perfect range like that would make. In fog there is nothing to advise them of where this Oyster Reef shoal is.

Mr. RYAN. Where is Oyster Reef shoal?

Mr. CHASE. Right in there [indicating on chart]; 10, 11, 9, 5, 3, 4, and 1 foot over it at mean low tide.

Mr. RYAN. Do deep-draft vessels bound for New York or Brooklyn pass close to that point?

Mr. CHASE. Yes, sir; very near to it, to keep in the deepest water in the bay.

Mr. MANN. I should not think they would go very near to the shore when the deep water is a mile or so off.

Mr. CHASE. Yes, sir; but they do frequently, in fog, storms, and darkness, in the absence of so important a guide, get in too close, the pilots being unable to know their location.

Mr. RYAN. There is no light to guide mariners going up there at night?

Mr. CHASE. There is no regular range. Here is Robins Reef [indicating].

Mr. RYAN. They get there and then go over. Is there not a light on Governor's Island?

Mr. CHASE. Only a low, red light, but it gives no guide or range for the bay. There is Liberty light, but no fog signal; that light is not a recognized one.

Mr. RYAN. Do they not keep well to the east of Liberty light?

Mr. CHASE. Yes, sir; they keep to the east of it. That is a high light, and a high island, not dangerous and troublesome like Oyster Island.

Mr. MANN. I do not quite see how a range, as you have got it on this map, would be of any advantage to them.

Mr. CHASE. You see it would avoid Robins Reef by keeping the direct range, the range requiring them to go in toward shore at this point [indicating], which of course they could not do. They must keep away out of the course in this range, and then they would be entirely out of the course of this upper range. We have a number of urgent requests from different people interested in the navigation. On account of the crowded condition of Jersey City, this section of New Jersey shore, the Pennsylvania Railroad have built what is known as Greenville and dug a channel from the deep water in to there [indicating on the map].

Mr. MANN. How wide, how deep, and how long is that channel?

Mr. CHASE. I will have to show that on this map [producing another map]. It is now 800 feet wide, more than 6,000 feet long, 18 feet deep at mean low tide, 23 feet deep at mean high tide.

Mr. MANN. A little less than a mile and a half?

Mr. CHASE. Transportation and lighterage from Greenville piers is done by the different lighterage people and by steamships.

Mr. MANN. What do you mean by "lighterage?"

Mr. CHASE. A large part of that traffic is loaded onto lighters.

Mr. MANN. You do not have the depth of water for deep-sea vessels to come in there?

Mr. CHASE. Yes, sir; many sea vessels draw less than 23 feet.

Mr. MANN. If you have the depth, what do you lighter it for?

Mr. CHASE. There are many regular lines that come into New York Harbor with a quantity of material to be shipped by rail and to take freight that arrives by rail, which is loaded from lighters to ships and from ships to lighters while the ships are at their regular piers discharging and receiving other cargoes. There are 150 tows per day going out and in, to and from Greenville, a thousand cars.

Mr. MANN. What kind of tows are they?

Mr. CHASE. Tows of lighters, and car floats with cars on them.

Mr. MANN. These lighters are steam lighters, are they not?

Mr. CHASE. Some of them, very few.

Mr. MANN. They are all towed?

Mr. CHASE. Yes, sir.

Mr. CASSELL. Almost all the steel goes out of there.

Mr. MANN. How much?

Mr. CASSELL. How much steel is exported now?

Mr. CHASE. I do not know.

Mr. MANN. It is not very much?

Mr. STEVENS. Last year they had over a hundred million dollars' worth, I do not mean to say in steel bars, but the steel exports from the United States last year.

Mr. MANN. Oh, there can not be anything like that much.

Mr. CHASE. There is a large quantity of steel exported from there. There is a great deal of steel lying there now waiting to go out.

Mr. STEVENS. What depth have you in the channel?

Mr. CHASE. At low tide the depth is 18 feet.

Mr. STEVENS. How much tide?

Mr. CHASE. Five feet.

Mr. STEVENS. You can not get a very large vessel in there, then?

Mr. CHASE. Yes; 23 feet; and I believe it is to be further deepened. Ships discharge and load there.

With all the traffic in and out of there, the night work of the light-erage people is nearly equal to the day work, particularly from the New York, New Haven and Hartford Railroad and the Long Island Railroad, and from different places where the freight is unloaded direct from cars that are on floats, and direct to cars that are on floats.

Mr. MANN. Is a large share of this business car-ferry business?

Mr. CHASE. Yes, sir. Considerable of it is done with car floats.

Mr. MANN. That is with the New York, New Haven and Hartford and the Long Island roads?

Mr. CHASE. The New York, New Haven and Hartford and the Long Island roads, and much of it is unloaded from the cars and to cars at many docks and piers throughout the harbor of New York. These cars are run on and off the floats at the Greenville float bridges [indicating on chart].

Mr. STEVENS. You load there day and night?

Mr. CHASE. Yes, sir; I do not think there is much difference as to the amount of traffic, day or night.

Mr. MANN. Do they have any danger now, running at night?

Mr. CHASE. They have danger and are anxious to have a light there for better guide.

Mr. MANN. Do you have any lights there now?

Mr. CHASE. Yes, sir; the Government has a little gas buoy out there at the outer end of the dug Greenville channel.

Mr. MANN. The Government has a buoy there?

Mr. CHASE. A gas buoy now; yes, sir.

Mr. MANN. Do they keep a light on that?

Mr. CHASE. They keep it lit.

Mr. MANN. Do you have any light in the channel?

Mr. CHASE. We have red lights and range lights in on the piers.

Mr. MANN. Those are buoys that I see there on the chart?

Mr. CHASE. These are buoys to guide them by day.

Mr. MANN. I understood you to say the other day that the road maintained that light.

Mr. CHASE. No, sir; the Government maintains that light.

Mr. STEVENS. How about the buoys?

Mr. CHASE. The road put those in.

Mr. STEVENS. What is this light there [indicating on chart]?

Mr. CHASE. That is where the Government light-house and fog signal should be placed.

Mr. MANN. They want a large light there?

Mr. CHASE. A large, high light to guide commerce and to keep them off of Oyster Island.

Mr. STEVENS. You are going to dredge that extra two feet?

Mr. CHASE. Yes, sir, I believe so, and later deeper.

Mr. STEVENS. That will give you a depth of 25 feet at high tide?

Mr. CHASE. Twenty-three feet at high tide now.

Mr. MANN. Only 23 feet at high tide?

Mr. CHASE. Tide rises and falls 5 feet there; if they deepen the channel 2 feet more it will make it 20 feet at low tide, and with the rise of 5 feet that will make it 25 feet.

Mr. STEVENS. How many ships for foreign trade could you load there at one time?

Mr. RYAN. Three is all that you could get in there at one time.

Mr. CHASE. Say about eight or ten now; twice that many as soon as some improvement now under way is completed.

Mr. MANN. If they run 150 tows out of there every day you would have to allow for them.

Mr. CHASE (after making calculation). I think they could load that many ships at a time in addition to loading and unloading the lighterage.

Mr. VAN WINKLE. I think it ought to be explained, Mr. Chairman, that those 150 tows mean in part the construction work, too.

Mr. MANN. That is not what he said to us.

Mr. VAN WINKLE. I think that is so.

Mr. MANN. He has just told us that there are 150 tows a day there.

Mr. VAN WINKLE. My understanding is that that includes the construction work. Here are two small maps that show it better [producing maps].

Mr. MANN. Your freight yards here at Greenville are at the eastern terminus of the Pennsylvania Railroad?

Mr. CHASE. One of them. Jersey City is completely filled with these roads, so that it has crowded us over there, and this is an additional terminal.

Mr. MANN. The tunnel that you are putting under the river is not designed to carry freight?

Mr. CHASE. The general impression is that it is only to carry passengers, mail, and possibly express matter.

Mr. STEVENS. How many cars can ride on one of these floats?

Mr. CHASE. The smallest float would be a 12-car float. The largest, 30 ordinary or 22 of the largest cars.

Mr. RYAN. They bring the New Haven cars down on lighters?

Mr. CHASE. Yes, sir; at the Harlem River, and run them up here [indicating] and load them up with others to go on the New England roads.

Mr. RYAN. They unload the cars at that point and reload them there?

Mr. CHASE. Yes, sir; they unload them there and then reload them, and the Long Island Railroad does the same.

Mr. STEVENS. What I wanted to know was, is it as important as the other ways of getting in and loading and unloading? That is what we want to find out.

Mr. CHASE. The passenger trains via floats go now to and from Jersey City. Please observe by the map what a saving if you avoid congested Jersey City and take this short cut between the New England States and the South and West; but the navigation should first be made safer by the proposed light.

Mr. MANN. What was that bottom where you dug that channel there, rock?

Mr. CHASE. Mud, hardpan, and sand rock.

Mr. MANN. That channel is 18 feet now at low water and 23 feet at high water?

Mr. CHASE. Yes, sir. The ships are taken in and out at high water.

Mr. MANN. Have you the documents here now to show what benefit this is to commerce, and in general?

Mr. NEIL. I have, sir.

Mr. Neil here read to the committee the following letters:

UNITED NEW JERSEY SANDY HOOK PILOTS BEN. ASSOCIATION,  
*New York, March 20, 1906.*

HON. MARSHALL VAN WINKLE,  
*House of Representatives, Washington, D. C.*

DEAR SIR: The New Jersey Sandy Hook Pilots Association strongly recommend the passage of House bill No. 16127, for the erection of a light-house at the entrance to Greenville channel in the harbor of New York.

Such light-house, with a steam fog whistle installed, would be of great assistance to vessels bound to or from sea from the port of New York, either in clear weather or in thick. It would also mark the shoal of Oyster Island, and would be a guide for all vessels bound to or from sea from the East or North rivers.

Yours, very respectfully,

' [SEAL.]

FRANK HOPKINS, *President.*  
ALLEN M. BEEBER,  
THOMAS LENNAN,  
WM. CROCKER,

*Executive Committee New Jersey Sandy Hook Pilots Association.*

NEW YORK AND TEXAS STEAMSHIP COMPANY,  
*New York, March 20, 1906.*

HON. S. B. ELKINS, *Washington, D. C.*

MY DEAR SENATOR: I would respectfully urge the passage of House bill No. 16127, for the erection and maintenance of a light-house at the entrance to Greenville channel in the harbor of New York.

This is not only needed as a mark or guide in the use of such channel, but would be a much required aid to safe navigation of vessels and tows entering or leaving the harbor of New York and in the avoidance of the adjacent shoals of Oyster Island, known to be dangerous, it being covered by shoal water, and on which many vessels have stranded and been wrecked.

Yours, respectfully,

C. H. MALLORY.



## LIGHT-HOUSE ESTABLISHMENT.

MUNSON STEAMSHIP LINE,  
New York, March 20, 1906.

Hon. D. C. CHASE,  
109 West Street, Pennsylvania Railroad Office, New York.

DEAR SIR: I would respectfully urge the passage of House bill No. 16127, for the erection and maintenance of a light-house at the entrance to Greenville channel in the harbor of New York.

This is not only needed as a mark or guide in the use of such channel, but would be a much required aid to safe navigation of vessels and tows entering or leaving the harbor of New York and in the avoidance of the adjacent shoals of Oyster Island, known to be dangerous, it being covered by shoal water, and on which many vessels have been stranded and wrecked.

Yours, very truly,

C. W. MUNSON,  
Vice-President.

BARBER & Co. (INCORPORATED), STEAMSHIP AGENTS,  
New York, March 21, 1906.

The CHAIRMAN INTERSTATE AND FOREIGN COMMERCE COMMITTEE,  
House of Representatives, Washington.

SIR: We would respectfully urge the passage of House bill No. 16127, for the erection and maintenance of a light-house at the entrance to Greenville channels in the harbor of New York. This light is needed not only as a mark or guide for the use of steamers and tows entering or leaving the harbor of New York, but Greenville is becoming a very important shipping point for this harbor. We have had during the last few months several steamers of from six to eight thousand tons capacity loading at Greenville docks, and the avoidance of the adjacent shoals of Oyster Island will be much helped if the light-house in question is erected.

We are, sir, your obedient servants,

BARBER & Co. (INCORPORATED).  
By HERBERT BARBER,  
President.

THE NEW YORK AND CUBA MAIL STEAMSHIP COMPANY,  
New York, March 20, 1906.

S. C. NEALE, Esq.,  
1306 F Street, Washington, D. C.

DEAR SIR: We understand that Congressman Van Winkle, of New Jersey, has introduced House bill 16127, calling for the erection and maintenance of a light-house at the entrance of Greenville channel in this harbor. We are interested in the passage of this bill because we think it will be of great advantage to shipping.

Whatever information you can give me about this bill, its prospects of passing, etc., will be appreciated.

Has a similar bill been introduced in the Senate?

Kindly let me hear from you at your early convenience.

Yours, truly,

ALFRED G. SMITH, General Manager.

CLYDE LINE, March 20, 1906.

The SECRETARY OF COMMERCE AND LABOR,  
Washington, D. C.

SIR: The undersigned desires to bring to your attention House bill No. 16127, for the erection and maintenance of a light-house at the entrance to Greenville channel, and to respectfully request the valuable assistance of your Department in behalf of its passage.

The establishment of a light-house at this point is necessary not only on account of the large amount of commerce which passes annually through this channel, but also in connection with the safe navigation of vessels and tows entering or leaving the harbor of New York, enabling the same to avoid the adjacent dangerous shoals of Oyster Island.

Respectfully, yours,

THEO. G. EGE.

THE ASSOCIATION FOR THE PROTECTION OF COMMERCE  
OF THE PORT OF NEW YORK,  
New York, March 20, 1906.

Capt. D. C. CHASE,  
*Superintendent Steam Towing,  
Pennsylvania Railroad Company, 109 West Street, City.*

MY DEAR SIR: Replying to your favors in regard to H. R. bill No. 16127, relating to the establishment of a light at the entrance to Greenville channel, I beg to hand you below copy of resolution adopted by the executive committee of this association, viz:

"Whereas a bill (H. R. 16127) is now pending in Congress providing for the erection and maintenance of a light-house at the entrance to Greenville channel, New York Harbor; and

"Whereas the establishment of such an aid to navigation at this point would be of inestimable value to the great volume of commerce passing through this channel, amounting to a daily average of 1,000 carloads or 150 tows: Therefore be it

"Resolved, That the Association for the Protection of Commerce respectfully urges upon Congress the importance of the enactment of H. R. bill No. 16127 to the end that the above-named light may be promptly established; and be it further

"Resolved, That a copy of this resolution be forwarded to the chairmen of the proper Senate and House committees."

Yours, very truly,

SAMUEL L'HOMMEDIEU,  
*Secretary.*

SOUTHERN PACIFIC COMPANY, ATLANTIC STEAMSHIP LINES,  
New York, N. Y., March 21, 1906.

THE INTERSTATE AND FOREIGN COMMERCE COMMITTEE,  
*House of Representatives, Washington, D. C.*

GENTLEMEN: Having been requested to indorse House bill No. 16127, "To establish a light at the entrance to Greenville channel as an aid to navigation," I will state that such a light would be a great advantage to the navigation of that channel.

Yours, truly,

\_\_\_\_\_, *Manager.*

MR. RYAN. One of those letters mentions the fact that several wrecks have occurred there.

MR. NEIL. Yes, sir.

MR. RYAN. Were there any wrecks there last year?

MR. NEIL. I do not know of my own personal knowledge. I only read from the statement. I have simply been requested by the steamship lines that I represent to present those matters for your consideration. Those are all the indorsements I have, gentlemen, which makes it very clear that the shipping interests as well as the Pennsylvania Railroad are very greatly concerned about the establishment of these lights.

MR. STEVENS. Do you know what customs district this is in?

MR. VAN WINKLE. I do not know; it must be in New York. It is not in our jurisdiction for the police or customs duties at all. There is no custom-house there.

MR. MANN. I thought that this was Greenville, N. J.

MR. VAN WINKLE. It is. We have no custom-house there.

MR. MANN. Where is Perth Amboy?

MR. VAN WINKLE. That is quite a ways off.

MR. MANN. It may be in the New York custom-house district.

MR. CHASE. May I say just one more word?

MR. MANN. Certainly.

MR. CHASE. Out of and into the Kill von Kull to and from the bay of New York passes annually 16,000,000 tons of traffic in vessels. I do not remember the number of vessels.

Mr. MANN. Where do you get the record of that?

Mr. CHASE. That is taken from the records of the legislative committee of the inland waterways committee, which consists of three members from every board of trade and three from each chamber of commerce.

Mr. MANN. You have no official record for that?

Mr. CHASE. I have a pile of this information from the officers of the companies, and it is all worked out and tabulated.

Mr. MANN. The Government has no such record as that?

Mr. STEVENS. Yes, sir; there is such a record.

Mr. CHASE. The reports of the United States engineers.

Mr. MANN. I wanted to know for my own information whether there was any record evidence to that effect.

Mr. CHASE. It is reported in the engineers' reports at 16,000,000 tons. Now, out of that, much of it is light-draft vessels. I can not be positive, of course, but I should judge about one-sixteenth, or 1,000,000 tons passes inside of Robins Reef, light tows and light-draft vessels going across there, and a project is under way to deepen a channel through there. You can realize what an important range the proposed light would be for all that traffic.

Mr. STEVENS. The trouble is they adopt a plan for one project one year, and that light is fixed; and then it is changed the next year, and then the light has to be moved.

Mr. CHASE. For the general commerce it would never change. These ranges would always be the proper ranges here. Greenville might close up, but that would not make the light useless.

Mr. MANN. The difficulty of putting a thing of this sort in the appropriation bill is not hard to state or to understand. We have got to provide for the lights in Ambrose channel.

Mr. CHASE. Yes; but I can not see where that is preferable to this.

Mr. MANN. They can not use Ambrose channel when it is completed without lights, and the Government has spent a good many millions in preparing that channel and it can not be used without lights. Now, whatever the benefit of that is, it would be the height of folly for the Government to spend millions of dollars in preparing the channel and then refuse to permit its use. That takes between three and four hundred thousand dollars—I think it is more than that—and by the time you make up a bill carrying aids to the light-house establishment and take care of other parts of the country that have to be taken care of—because we can not put everything in New York, much as we would like to—we do not know whether we can do this or not.

Mr. RYAN. Ambrose channel is considered of first importance.

Mr. MANN. All the money that we have spent there will be of no use without those lights.

Mr. CHASE. There is nothing that passes Ambrose channel that this would not be a benefit to, and there is 16,000,000 tons of traffic that this would benefit which Ambrose channel light does not help at all.

Mr. RYAN. Does that all come from the Kill von Kull?

Mr. CHASE. Yes, sir; it is the great inland route parallel with the sea coast, the Raritan River, and through the Delaware River and Delaware Bay to the Delaware and Chesapeake Canal, and so to the Chesapeake, and connects all the eastern States and the Hudson River and the New York canals; and all that comes through the Kills.

Every navigable thing from Newark and Hackensack also comes through there.

Mr. RYAN. They light out by that light there!

Mr. CHASE. Yes, sir; by Robins Reef, out of the channel here, now [indicating]; but about 1,000,000 tons goes across there when it can [indicating], particularly on high tide.

Mr. MANN. Where does the rest of it go?

Mr. CHASE. Around that light right up here [indicating].

Mr. MANN. Where do your tows go, north from the river, or south?

Mr. CHASE. You mean our regular lighterage?

Mr. MANN. From Greenville.

Mr. CHASE. From Greenville; yes, sir. It goes, a great part of it —

Mr. MANN. I want to know whether it goes north or south of this channel.

Mr. CHASE. Most of it goes north. Some of it goes south, but at least 90 per cent of it goes north or east.

Mr. MANN. The vessels that go out of here loaded, which way do they go?

Mr. CHASE. The steamships go to sea, and come from sea; foreign, just as you say. The ships would go through Ambrose channel when Ambrose channel is ready, so that they do not have to go around through the ship channel. Is there anything more, Mr. Chairman?

Mr. MANN. I do not think of anything more just at present, unless the rest of the committee have something to ask you.

(Adjourned.)

















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